

# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No 5007.

統十初月正年二十三第

SATURDAY, FEBRUARY 3, 1906.

六拜禮

第三月二第

113, 114, ANNOUN.  
SINGAPORE, 25, CRISTE.

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**BIRTH.**  
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**MARRIAGE.**  
On 21st January, at Shanghai, GEORGE R. ARTHUR to LILLIE, eldest daughter of Rev. and Mrs. WARE, Shanghai.

**DEATH.**  
On the 23rd January, at Shanghai, from abscess on the liver, A. J. C. LIGHTBODY, late of Bombay, New South Wales, aged 36 years.

### The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, FEBRUARY 3, 1906.

#### THE BISHOP ELOQUENT.

(27th January.)

If the Bishop of Hongkong reserved for his diocese some of those highly entertaining and useful comments on Chinese life and characteristics with which he regales English audiences, it is certain that there would never be any lack of interest in his discourses. The exhilarating air of England rejuvenates the Bishop, with the natural result that there is what may be described as a stately and dignified abandon in his remarks to home audiences. It should be remembered that the good people of England, who have never left their homes and whose wildest enjoyment has been a trip to Blackpool, have curious and amazing conceptions of the Far East and of the Chinese. It has been dinned into their ears since they first took an interest in missionary affairs that the Chinese are an immoral, treacherous, thankless and inferior race. Anything may be expected of such people; they cannot be painted too black. Of recent years, the

"yellow peril" fetish has been raised, and the Bishop of Hongkong, being up-to-date and a student of Chinese matters, made that the subject of a few observations delivered before a select audience or congregation which attended a midday service in the middle of the week at St. Michael's, Cornhill. The right reverend Gentleman began by an allusion to the recent riots in Shanghai, and he declared that he was no believer in the "yellow peril." Unfortunately, he added that he meant the "yellow peril" in the ordinary acceptance of the word, because he did believe, and strongly believed, in the Chinese moral, social and commercial peril which might disturb the peace of the world. What all that means we are at a loss to understand. Taking the "ordinary acceptance of the word" to mean the over-running of Europe by the yellow race, how are the Chinese to inflict their moral and social conditions on European nations if they remain at home? As for their commercial dealings, no foreigner in the East will be found to say a derogatory word against the Chinese merchants. They are as straightforward, keen and enterprising as their British and American competitors; they hold by a bargain and suffer loss rather than repudiate an undertaking. That is common knowledge, and need not be emphasised. Surely, the Chinese men of business are not to be calumniated or described as "yellow perils" because they happen to be as astute as their rivals. Evidently, the Bishop of Hongkong is uneasy because the Chinese are not so inert as might be desired; they refuse to remain helots. A Chinese couple to-day is the millionaire of to-morrow; Hongkong and the Straits, particularly the latter, are full of men who have become wealthy entirely owing to their own frugality and exertion. And the British Government delights to honour these men, and seeks their advice on every possible occasion. The Bishop of Hongkong is, however, not quite happy at the trend of affairs. China is awakening; she is beginning to claim what the Bishop speaks of as "rights that were now demanded by foreign nations of her." The thing is preposterous. Occasionally the Bishop is strangely enigmatic. He told the London week-day worshippers that: "Much as he loved the Chinese, he thought that a rush abroad of a large number of them to Australia and Canada would be bad for those countries, as the emigrants would take with them their un-Christian habits. If, however, China became Christianised, such an emigration need not be feared. They would take good habits with them, as they were a frugal and industrious people." Would the Nonconformist be entirely satisfied with a Chinese invasion of South Africa, provided the Chinese emigrants were all converted Christians? The more one reads the Bishop's address and attempts to arrive at his thought, the more obscure does everything become. The inference is, we presume, that the Chinese would spread immorality and new social conditions if they were admitted to countries now barred against them, but who will contend that the Chinese have less morality than the European nations? Thrift and industry, their natural habits, should pardon a host of minor social offences—whatever these may be, and the Bishop gives no inkling of them. The fact is that until Europeans—those who know the Far East only from evangelical reports and "tourists' stories"—treat the Chinese as shrewd, discerning, capable and enterprising people, instead of as curiosities and interlopers, they will never make any headway. Much madder is the spirit in which Bishop Thorburn of New York regards the Chinese. At a meeting in that city recently he observed: "If there is anything in which the American people are foolish, it is their fear of the incoming Chinese. You can handle them a great deal more easily than has been supposed. The Chinese are not coming to this country in such quantities as you suppose. There are many countries more hospitable to them than the United States; and all the rest of the world, except America and Australia, receive the Chinese as Christian people ought to receive strangers; but the Americans, unlike us Orientals, do not wish to see the 'nigger' and the Chinaman alongside of the people of their own race; and they show thereby only their want of manly courage and Christian love." The American Bishop states facts, but the Bishop of Hongkong advances theories to audiences incapable of sifting the grain. It is a pity his lordship does not entertain the people of his own diocese with his acute observations.

#### TRUSTWORTHY ORACLES.

(29th January.)

As most merchants in the East are aware, the Chinese community frequently resort to their calendar for the selection of an auspicious day on which to make purchases. This practice applies specially to articles which are subject to market fluctuations, or are of a speculative character. The Chinese traders in yarn, following what Messrs. Pettit and Co. describe as the "time-honoured custom," selected the 25th inst., New Year's Day, to make their purchases in this commodity and from the reports to hand it seems quite evident that they have made a lucky selection. In a special supplement to their yarn report on the 25th inst., Messrs. Pettit & Co. reported that sales had been concluded that day on the market to the extent of 3,300 bales. Within three days prices have risen all round, and an average increase of a dollar per bale is recorded. In many cases the prices have risen from two to four dollars, and even at the advanced rate there is no falling-off in the demand, nor is there any symptom of fluctuation. If anything, prices

are stiffening, and when the requirements of the interior are known it is confidently believed that the prices ruling to-day will rise still higher. In not a single item have the quotations dropped. Yarn products which were sold at \$114 on the 25th and 26th inst. are now quoted at \$116, with holders waiting for increased prices and buyers gradually advancing their offers. Since Saturday some 2,000 or more bales have been sold to Chinese traders. The brokers in Hongkong are generally prepared for a large demand immediately after the Chinese New Year, but it appears that on this occasion the outlook is so propitious and the owners so satisfactory that there is no limit to the demands of the Chinese for yarn. The possibility that the value of the dollar will fall is another factor which is influencing buyers. In fact, prospects for those interested in the yarn market were never better than they are at present. Two noteworthy features are the steady tone of the market and the high class of material demanded. India garnered a good cotton crop last year, and the Bombay mills are producing yarn of a superior quality for the Chinese market. There is no demand in Hongkong for cotton; one of the principal brokers in the Colony reports that he has not sold a single bale. The Chinese buyer requires the yarn already spun for the manufacture of cloth. Some Japanese mills have entered the market, but their competition is not yet perceptible, and certainly is not affecting the Hongkong market in any way. The future is exceedingly bright for yarn in Hongkong. With the opening up of China—Manchuria in particular—there should be a very much enlarged demand, which should prove beneficial to the trader in Hongkong as well as in Shanghai. At present there is every indication that yarn will continue on the upward grade, thereby justifying those who, appealed to the Chinese oracles, and contributing to the prosperity of a very important industry in the Colony.

#### THE PHILIPPINE INCUBUS.

Tokio, our representative in Shanghai telegraphs to-day, discredits the report that the American Ambassador to Japan is charged with instructions to sell the Philippine Islands to the Japanese Government, provided satisfactory terms can be arranged. At the same time there seems to be no doubt that the United States Government is falling away from its Imperial ideals. At one period, less than eight years ago, New England was confident that its sons could achieve within a decade what it had taken generations to regenerate the Philippines, give them all the benefits of civilisation and good government, and, at some later date, grant them their independence. It is interesting to consider how much has been done by America in the Philippines since Dewey appeared in Manila Bay. The islands are not yet completely subjugated; planters are still afraid to take up land in the interior; education is being provided by the Government, but the teachers are prevented from enforcing discipline by the judicious use of the strap. School boys who are even verbally chastised do not hesitate to assault and kill their teachers. The alcaldes are ignorant and impotent; all they look for is enhanced respect from their subordinates and a post under the Government. The density of the natives is illimitable; they still lie around and wait for heaven to pour gifts down their throats. The native press is seething with insurrection; the writers steer as near positive sedition as they dare, and stir up the people to acts of violence, in the hope, possibly, that a snug billet will be found under the Government for the insurgent leaders—including the writers of subsidised articles. And after innumerable declarations that some form of independent government would be granted the Philippines, the American Government has arrived at the conclusion that it will be many a day before the Filipinos will be capable of governing themselves. The Philippine Islands are nothing more or less than an incubus to America. Manila Americans may be optimistic and valiant in their claims for Manila's future greatness, but the facts cannot be blinked. If America is to make anything of the Philippines she must open the door to the Chinese. Not to the students, merchants, and traders only; but also to the coolies, the farm-labourers, the small peasants who will take up holdings, and cultivate the land. It is just possible that the American Government in a fit of disgust, sick and tired of the whole business, has given Ambassador Wright instructions to sound the Japanese Government on their inclination to acquire the Philippines. But how was the secret revealed? Ambassadors do not open their despatch-boxes for the benefit of strangers, or present journalists with state confidences. Even American ambassadors draw the line somewhere. It is just possible that the "secret" was given out so that public opinion might be ascertained informally, and Japanese views obtained unofficially. Should these opinions and views be favourable, America could take advantage of the situation; if opposed to the idea, then the U.S. Government could revile the needy scoundrels for disseminating a pure concoction. But, in any case, why sell the Philippines to Japan? Why not strike a bargain with Great Britain. It is probable that the British Government would be only too glad to exchange the West Indian Islands for the Philippines. America is the natural market for the West Indies; the colonies there are mostly being exploited by American capital; and now that the Panama Canal is being constructed they will come more under the dominion of America

than ever. All Britain wants is a coaling station and that could be arranged. Britain would doubtless be willing to undertake the task of governing the Philippines.

#### STRAITS CURRENCY REFORMED.

(29th January.)

Although barely two years have elapsed since the Commission, headed over by Sir David Barbour, to inquire into the question of the Straits currency with the view to the adoption of a gold standard for the Settlements and the Federated Malay States, presented its report, the long delay in the conversion of the currency, as proposed by that Commission, was attributed yesterday, when the announcement was officially made by His Excellency Sir John Anderson that the Straits Government had decided to fix the ratio of the Straits dollar to gold at two shillings and fourpence. Step by step, the various recommendations of the elaborate report framed by the Commission have been carried into effect. The last but one was the demotion of the British and Mexican dollars in the Straits, when a sufficiency of the new coin had been imported for the purposes of trade within the Colony and also in the hinterland of Malaya. More than a year has passed since the British dollars, as well as the Mexican, which at one time did service as current coins in the southern Colony, were thrown out by the Government to make room for the new token which was designed to take their place in the scheme of currency reform adopted for the Straits. Between that time and now, the course of silver has been, with short exceptional periods, steadily on the rise. There were many causes contributing to this enhancement of the white metal, which at one time was so little valued that predictions were rife that it would yet be quoted at 1/6. And there were not wanting prophets who were foolish enough to hazard the opinion that even a lower rate than an eighteen-penny dollar would rule in the future. But, as a London writer on finance recently declared, silver has been peculiar for its perversity and it is always the improbable that happens with that eccentric metal. We have said there have been many causes contributing to the recent appreciation in the value of silver. These causes may be briefly summarised in the words of a London financier who wrote: "In the first place, India, where silver was disestablished years ago, continues to import nearly as much of the metal as before the closing of the mints. It may be objected that this demand is only in part for money purposes, and this is true, but it is its use for ornament as well as for silver is its money metal. In the second place, the Far Eastern war has led to a large demand for Manchuria, which has the conclusion of peace, has extended to Korea. Finally, there is China, which has started coining silver in place of bronze for its teeming millions." The belief also exists that no important upward movement in the price of silver is likely to occur for a considerable time owing to the fact that Mexico has changed its monetary policy, has closed its mints to the free coinage of silver, and has fixed the exchange at about 247 pence which is equal to a silver price of 20 pence. That is a 1/38th per cent below the rate yesterday when the Government of the Straits Settlements resolved to fix its own standard of value. In now fixing the ratio, the Government has followed the example set by India. After sufficient Straits dollars had been coined and put into circulation within the territory of the Colonial Government, to meet the requirements of business in the Colony and the adjoining States, it was contemplated the coinage of dollars should cease, according to Sir David Barbour's recommendation, until the exchange value of the dollar "had reached whatever value in relation to the sovereign might be decided on by the Government as the value of the Straits dollar." The millennium has at last been reached in the Straits. When the Commission presented its report it may be remembered that the demand rate was 1s. 8d. to the dollar. In commenting upon the necessary delay that would have to follow in the gradual process of conversion, we expressed the opinion that a fairly high value would have eventually to be fixed so as to reduce to a minimum the risk of the silver value of the new coin at any time becoming greater than its nominal value, as happened with the Philippines currency. In the latter case an emergency Bill had to be introduced quite recently in order to prevent the American Conant dollar going into the melting-pot or finding its way in large quantities out of the country, to the serious loss of the treasury and the hindrance of local trade. In treating of the future of silver several factors have, of course, to be considered. Among them is the possibility that higher prices will lead to the re-opening of the low-grade mines, which could not be profitably worked when their product commanded depressed figures, and it is doubtless true that the present movement has given a stimulus to silver mining in the United States, Mexico and other countries. It will, however, be some time before much effect is produced upon the aggregate output, as the re-opening of disused mines or the development of new silver properties is necessarily a slow process. It was believed at one time that a two-shilling rate for Singapore would have been a convenient figure at which to fix the ratio. Besides, at the exchange rate of the day, this was thought to be a sufficiently high rate to establish better business relations with the Straits Government, who chose rather to adopt a Fabian policy than rush precipitately into a hazardous scheme, with the uncertainty

of what course silver would take within the next few months. By fixing the dollar at 2s. 4d. there is provision which, it may be taken for granted, is considered ample margin for the Government to adopt as the measure of risk, which it is proper to assume. Last night ago, Sir John Anderson himself said there was nobody who could have the boldness to say what the price of silver would be six months hence. It is, however, safe to assume that in fixing the rate now the Straits Government does not consider it probable that any much higher rate will be seen in the value of the once depreciated white metal. Rather the reverse may be expected. Should silver fall much below its present value of gold, per ounce, the Straits Government will be in the comfortable position of security to which it had endeavoured to attain by the cautious policy which dictated its action in fixing its time so that the ratio could be fixed at leisure. Sir John Anderson the other day gave little reason to believe that the Government had apparently settled its mind as to the establishment of the price of the token coin. We cannot refrain from the conviction that, closely as the secret must have unquestionably been guarded, there is a faint possibility that through some underground channel the information as to the intentions of the Government leaked out, to the advantage of those whom the Governor of the Straits Settlements characterised, on the 14th inst., as speculators who chartered the possibility of having their fingers burned over a transaction the result of which the Government itself was, not then in a position to forecast. The Governor's warning had the effect on the following day of reducing the premium rate on a bill, say, from Hongkong to the Straits, from 15 to 10 per cent. That reduction was not to last long, however. The so-called "speculators" who were not speculators in the true sense of the word, but men controlling information most closely guarded, appear to have played a game with loaded dice. Exchange almost immediately rose again to 14 per cent, to be followed the next day by another rise to 15 per cent; at which the rate has remained steady ever since. The Singapore rate of 2s. 4d. with our Hongkong dollar at 2s. 5/16d., gives just about that difference with the margin of commission to the exchange banks, which the so-called dangerous "speculators" had fixed as the arbitrary rate according to their best knowledge. These "speculators," however, were not actually speculating, because the banks positively refused to sell any bills on London. Hongkong has negotiated for fifty of exchange, and the history of that agitation is too fresh in our minds to need repetition. It is only British colony dependent on silver for its currency, with all the uncertainties which the ups and downs of that metal bring in their train. The argument that our currency is welded to that of China renders, in the opinion of the conservatives, our divergence from the system prevailing throughout the Empire inadvisable and impracticable. Since, however, the Mackay Treaty provides for a reform in the perverse currency of the Middle Kingdom, and the field for the circulation of the white metal as the standard coin is becoming more and more restricted, it behoves our authorities to press the question home to the officials at Peking, in order to convince them of the desirability of the change being effected at as early a date as possible, since fixity removes all the dangerous element of speculation and places of the trade and the industries of this Colony, as well as those of China—whose territory is only barely exploited—on a basis that would secure for them all the advantages of stability with its consequent enhanced prospects of development and prosperity.

#### AN OFFICIAL PRESENCE.

(31st January.)

No doubt many people in Hongkong were gratified to learn that the Reception Committee responsible for the arrangements in connection with the arrival of H. R. H. Prince Arthur of Connaught had been officially appointed to their onerous position by His Excellency the Governor. It had been suggested that the Committee had appointed themselves, and were adopting a far Chamber methods so that nobody else should rob them of the rewards they expected when they made obeisance before the royal visitor. Of course, that was only the jealous talk of jaundiced outsiders, who are now confounded by the official statement. It is interesting, however, to glance at the composition of the Committee. In the first place it may be asked: Whom does it represent? Not the community; that is a moral and undoubted certainty. It represents, to begin with, the high officials of the Colony, which is as it should be. Then it represents those who have the *entree*—or are acknowledged, so to say—in Government circles. The law, the police, the military and navy, and a few other social spheres have their representatives—and that is the Reception Committee. It can scarcely be claimed that any individual member on this officially constituted board appears in behalf of the ratepayers or the community in general. When funds are needed for any philanthropic object, or it is thought desirable to found some institution for the benefit of the wretched paupers in the periphery of Hongkong, the first call is made on the Chinese upper class: shipping firms, business houses, and traders. But at other times they are carefully ignored. After all Hongkong is mainly peopled by Chinese; the establishments of our merchant

princes are to a great extent in the hands of Chinese who exercise a large measure of influence on the trade of the port, and only the other day the Chief Justice was told by Mr. L. H. Sharp, K.C., that the temporary absence of the head of the Hongkong and Shanghai Banking Corporation's native department paralysed the business of the bank. Yet where are the names of any of these leading and important factors in the well-being of the Colony on the list of the Reception Committee? Without these men it is possible that Hongkong might exist; nobody is absolutely essential to the world at large; but we are ill, to a greater or lesser extent, dependent on such men of standing and, that being so, the Governor, as representing His Majesty, and the Government officials, who are drawing fat salaries as the chief result of Chinese trade enterprises, should recognise the fact. It is little enough honour to appoint Chinese representatives of the business community to such a committee; probably, the Chinese would politely decline the honour, but then the offer was never made. Why this ostracism of those who are the real mainstay of Hongkong—the people, in fact? In ignoring this vital element, the official staff is only following a prearranged policy. How many native gentlemen have been invited to view the official residences of the Governor—one of the residences they help to maintain? His Excellency gave the Committee power to add to their number. Did they consider the claims of the Chinese gentlemen associated with the great shipping firms in Hongkong, of the banks, of the commercial houses? Naturally not; they brought another lot of estimable enough individuals into the fold, and closed the doors against those who did not belong to the clique. It comes to this, the members of the Reception Committee represent themselves and a few others who bank in the cold sunshine of the heights. The ratepayers and all who contribute to the commercial prosperity of Hongkong may rejoice when the King's nephew visits the Colony, but they will be carefully made to understand that it is no concern of theirs and it is only their plebeian presumption which prompts their claims to official recognition.

#### FOR GOVERNMENT SERVANTS.

Our correspondent, letter in answer to a criticism which appeared in this column some days ago, on the subject of the proposed co-operative society for the benefit of Government servants in Hongkong, lacks nothing in its strength and interest by the delicacy of its sting. Evidently the writer is in deadly earnest about the co-operative movement. He is quite right in pointing out the scheme, or at least the scheme adopted at some meeting of kindred spirits, the impetuous junior, the Government cobbler and that ilk generally are to enjoy advantages previously undreamt of. They are to pay, if they please, something like a dollar a month, reap all the advantages of cheap prices, and draw a substantial dividend at the end of the year. There is genius in the scheme, and our correspondent appears to be its prophet. Not for him to concern himself about the plain unofficial individual. The tradesman may rob Peter to pay Paul, who, in this case, is the Government servant, but Peter should be sharper in business. At all hazards the Government man must benefit. If our correspondent had his way, Hongkong would teem with co-operative societies, and probably most of us would be holding permanent situations as managerial assistants under our own particular society. We suggested that the manager and distributing staff who had to provide for the wants of a couple of hundred customers would have a shewee. On being assured that such is not the case we will withdraw the charge—we forgot for the moment that we were referring to Government servants, who have enjoyed the world "sinecure" from their discharges. As to the rent of the store, the writer makes it quite clear that there will be no difficulty on that head. If the ordinary stockkeeper is able to pay the cost of freightage, transport, storage, rent of stores, wages, depreciation, after bringing the goods from Australia, India, Persia and possibly Mars—why should not the Government co-operative society of Hongkong similarly succeed? It is needless to traverse old correspondents' letters—it is self-evident. No doubt the Government servants are a very estimable body of men, but they are curiously blind to the opinion which those who are not officially branded must have of their actions in this matter. Ordinary people will still retain the conviction after reading the letter that the scheme is nothing more, or less than systematised "squeeze." The secretary, our correspondent, does not state how the Sanitary Board came to be associated with the scheme. Surely we might have received enlightenment on that point. At any rate, it will furnish the new members of the Board, Mr. A. Shelton, Hooper, and Mr. Henry Humphreys, with a capital cue for their first appearance in public life.

#### SECRET MEETINGS.

If Mr. Pollock, K.C., desires to "give himself the champion of the rights of the oppressed," the Justice of the Peace, as he is called, to be when soliciting the business of the constituents, he has an excellent opportunity of doing so at the very first meeting of the Legislative Council. It is usual to invite the representatives of the Press in Hongkong to



attend these meetings, so that the community may obtain a glimmering of what is taking place behind the scenes. But now it would appear as if even that shadowgraph is to be withdrawn. It was found possible to notify all the members of the Legislative Council that such a meeting was to be held, but the extra trouble of informing the Press was avoided by the simple expedient of ignoring it. We are therefore grateful for the very full and, no doubt, accurate report which has been officially communicated to us. From that report we learn that Mr. Pollock took the oath and his seat at the Council. It was done quietly, unostentatiously, almost secretly. Then there was a resolution proposed by His Excellency the Governor, and seconded by Dr. Ho Kai, lamenting the death of H.M. the King of Denmark. No doubt some of us have Danish strains in our blood, and we all sympathise with Queen Alexandra in her affliction, but why should there be all this mystery about a matter that affects nobody in particular? The Government would seem to be carrying on public business in a manner more befitting the Triads who fear the light of day than a body of upright men, rejoicing in clear consciences and honest principles. What "horrible shadow" haunts the Macbeth of the Government that public business must be transacted in obscurity, behind barred doors? From the official report it would seem that nothing really happened, but who knows that some other committee or scheme in connection with the visit of the Royal Prince to Hongkong was not appointed or hatched? Of course the matter is trifling, but because it is trifling the public should know the meaning of all this suggestive business. It is to be hoped we are not to have another recommendation sprung upon us similar to that which asked the Peak residents to adorn their mansions with red lamps. But unless some proposition equally frivolous was before the Council, why should there be all this secrecy about the meeting? The ways of the Government grow more and more mysterious.

#### PRINCE ARTHUR'S RECEPTION.

(1st February.)

For the past fortnight, in pursuance of the consistent and defined policy of the *Hongkong Telegraph*, our comments, in connection with the scheme of arrangements for the reception of Prince Arthur of Connaught in Hongkong, have been uniformly directed against the hole-and-corner system which had been adopted in formulating the plans for a suitable welcome to the Royal Visitor to our shores. In contrast with the procedure that was followed on each occasion when a member of the Royal Family was commanded by the Sovereign to pay a visit to this distant outpost of the Empire, on the present occasion, from their inception, the arrangements are seen to be so shrouded in mystery so that it would not be amiss were the uninitiated to imagine that some infamous plot was being hatched in secret conclave rather than that the welcome of a Prince of the Royal Blood was being considered by a community second to none in their loyalty to the Throne. Turning to the ancient archives of this Colony again to the most recent in 1896, when the father of Prince Arthur, accompanied by the Duchess of Connaught, it is discerned that the members of the civil community were given that prominence in all the proceedings that befits the important part they play in the life-history of the Island. It has been stated that the contrast of the procedure then and now is most marked. It is a comparison that does not show to the advantage of the policy which dictates the present Star Chamber method calling for denunciation on all hands. Until a very few days ago, the constitution of the Committee of Reception was as much enveloped in secrecy as the plans of the most precious stronghold. That the field of selection of the members has been most narrowly restricted, for no good rhyme or reason, is most apparent, and that the unrepresentative character of the Committee, has arisen, as a resulting consequence, in matter of public comment and general dissatisfaction. Most worthy men have been passed over and left in the cold; men, moreover, who had adorned the boards of various committees on former occasions, and men whose rank, standing, influence and education make them inferior to none of the few whom the gods have favoured. The preserve is a close one; the official element predominates on the Committee, and it is to be presumed that the officials will "run the show" during the latter part of next week. And what about the unofficial members of the community—the merchants, the bankers and other estimable citizens of Hongkong, not of the charmed official circles? Will they be content to remain so many puppets to be made to bow and dance at the sweet will of the wire-pullers of officialdom upon whom baronetries, knighthoods, and I.S.O.'s galore will be conferred at the termination of the Prince's Far Eastern tour? The inhabitants of Hongkong—by which term is excluded the official element—were given a very prominent part and took a leading share of credit in the success which attended the visit of the Duke and Duchess of Connaught in April 1890. On that occasion the veteran Mr. Phineas Ryrie, of honoured memory, was the chairman of the Committee appointed to make arrangements for their Royal Highnesses' reception, and upon him devolved the high honour and the pleasing duty of presenting the Address of welcome on behalf of the inhabitants of this Colony. That was as things should be. The late Mr. Ryrie took the first and foremost position in all public matters and as the exponent of those "whose indomitable energy and perseverance" had made the Colony what it is, the selection of the people's spokesman could fall on no other who could more adequately voice the sentiments and the feelings of the inhabitants than the late Mr. Ryrie did on that occasion. In that welcome, in those congratulations and good wishes all classes in the Colony concurred. In the words of the

address, with the Europeans were also associated "the Chinese, by far the most numerous and by no means the least important section of the community." Considerable speculation has been indulged in for days as to who had been singled out for the conspicuous honour of presenting the address of welcome to-morrow week. Without claiming the pretensions of an "Old Moore," we can venture the prophecy that, constituted as the Committee is, the selection, if not already made, will rest with the clique who back under the sunshines of official grace. The gentleman thus honoured, no doubt enjoys the highest respect and esteem of his fellow-residents by reason of his personal charm and the high office he occupies; but we cannot refrain the suggestion, nevertheless, that the representatives of the inhabitants—the vulgar herd, so to say—should be more prominently associated in the functions of next week. It is about time that the names of the gentlemen who will make the several presentations were definitely known beyond mere guesses. If the community's address is to be one from "all classes and all ranks" the Press has the right to clamour in the nature of a demand for a little more publicity than has hitherto been vouchsafed to its constituents. A good deal of comments are exchanging in intelligent circles in the Colony, and there are those who are curious enough to wonder by whom the inhabitants will be represented on the occasion of the Royal visit, and to what extent the choice of their exponent is justified by the merits of his individual qualifications, judged, of course, by the length of his association and the influence he exercises in Hongkong. It should be remembered that the pillars of the Colony's solid superstructure rest upon the foundation of its commercial prosperity; that its commerce was built up to its present proportions not by men who are responsible for its administration, but by men who have spent years of energy, toil, enterprise and resourcefulness to make Hongkong what it is to-day—the leading maritime port of the world in point of tonnage and a manufacturing centre capable of extensive development and bidding fair to be of rapid growth.

#### HONGKONG LANDS.

(2nd February.)

The annual meeting of the Hongkong Land Investment and Agency Co., Ltd., yesterday was invested with an interest which is conspicuous by its absence, in the ordinary perfunctory gatherings of those interested in the joint-stock concerns of Hongkong. For some days past—ever since, indeed, the fourth report and statement of accounts of the Hongkong Land Reclamation Co. with its magnificent results was given publicity—murmurs were heard in Stock Exchange circles that did little credit to the directors of the Land Investment Co. Such being the dissatisfaction of a good many shareholders, among them a prominent citizen of the Colony whose letter we have pleasure in publishing in another column, it was not at all surprising that certain shareholders attended the meeting yesterday for the special purpose of subjecting the Board of Directors to a "heckling." If the functions of the Press are, as they should be, to give adequate expression to public opinion, it may be taken for granted that the malcontents have right on their side. In choosing the Hon. Mr. H. B. Pollock, K.C., to submit the long series of pertinent questions and the Hon. Mr. Gerhart Stewart, to champion the cause of the Home Investors who were not unnaturally affected by the serious shrinkage in dividends, the shareholders could hit upon no two more forceful representatives, although it must be admitted that in the Hon. Mr. C. W. Dickinson his co-directors had as good a Counsel as they could retain in making the best of an unenviable position under the close questioning of our eminent Kings Counsel and the "slating" from the Hon. Mr. Stewart. When the only opportunity was given by one of the speakers for the Chairman to score a point on behalf of the directors, his perspicacity did not fail him, when he made a decided hit which redounded to the credit of the Board in representing the written up value of the shares owned in the Land Reclamation Co. at only a hundred dollars instead of one hundred and fifty which, we are told, is the market rate of the day for the stock. Before discussing the merits of the issues or the principles involved at the discussion at yesterday's breezy meeting it may be interesting to recall a historical parallel in the annals of the Land Co. It was in 1889, the year of the craze in company flotation in Hongkong, that the Land Investment Co. was called into existence. At that time so high was the fever of speculation prevalent in the Colony that fortunes were made and lost in a single week, and among the many great schemes which had been brought to maturity was that of the Land Co. Within nine months of its foundation, the first meeting of shareholders was held. Conditions were not then analogous to those prevailing to-day, but there had been a "boom" in Lands with its subsequent reaction, and when shareholders met at their first meeting on the 23rd January, 1890, "the beggarly seven per cent. dividend" for the year that was paid furnished the theme for a "heckling" like that which was so much in evidence yesterday, when, curiously enough, the shareholders were called upon to sanction a like dividend, this having needed within the past few years from one of twelve per cent. to only seven per cent. to-day. Consequent upon the unsavoury personal allusions which were made at the meeting sixteen years ago to the managing director of the Company, a crisis impended in the threatened resignation of the holder of the office who has, however, retained his position ever since and who, at a historical parallel, came in again yesterday for a share of criticism of his stewardship, which did not please the shareholders, in its special connection with the creation of the Hongkong Land Reclamation Company. This company was called into existence four years ago. Its establishment was first brought into public

notice when it became known that it was the purchaser of the bay at Tai-tai-tai, and when the progress of the reclamation of the forebay received prominence in a descriptive article in these columns. Year after year, with statutory regularity, the report and accounts of the Reclamation Co. were accessible to the public in the columns of the local Press. For the past three years, while no startling results in the Company's operations had been attained, no carping criticism was evoked over the creation of the infant company whose conception was formed in the fertility of the brains of the foster-fathers of the parent company. These facts are brought into relief not in extenuation of the association of the Land Company's directorate with the promotion of the "rival concern," but to point out to the malcontents how their apathy at the initiation of what is now described as an opposing undertaking may be utilized as an argument against the stand they have so resolutely and, we might add, so creditably made against any further encroachment upon their rights and their privileges in the future. Our esteemed correspondent "Passive Spectator," whose opinion on financial matters we hold in great deference, expresses his positive conviction that "had the shareholders of the Land (Investment) Company been consulted in the matter they would not have sanctioned the formation of a company, under the then existing Board of Directors, having for its objects similar business to that for which the Land Company was originally formed." Had "Passive Spectator" chosen to take part in yesterday's discussion and prolonged the controversy beyond the one-and-a-quarter hour debate, he could not have more happily pressed the point than he has done now in the assurance that this given expression to the letter in our correspondence column. Herein is just where the directors can be held blame-worthy for a dereliction of their duty, or should we say, an absence of discretion. It is "the mutual confidence between managers and the managed" that is so sadly lacking in joint-stock enterprise in Hongkong. This is a deep-seated evil, and until the millennium is attained when better harmony should prevail between the "powers that be" and those whose cash provides the administration, friction will ever exist, as it has existed in the past, which can never reconcile the resentment felt by shareholders against the governing body of directors. The system of appointment of company-directors in Hongkong needs a radical change. Not until then can we hope for an amelioration of a condition that creates easy positions with handsome remunerations for a few whose wheels move within wheels and by whose agreeable complacence they secure for themselves—aptitude or no aptitude notwithstanding—those princely honorariums, ye "directors' fees," which, in the aggregate, could easily make the fortunes of many an individual shareholder who slaves at his desk to line the pockets of directors of public companies in Hongkong.

#### HONGKONG SHIPPING IN 1905.

Commerce ceases to mark the departmental work of the Harbour Master's office. In a shipping port of the importance of Hongkong it is only to be expected that the utmost expedition should attend the despatch of every matter connected with the various branches of that important department of Government. In its clerical and statistical section, it can be truly said of the office presided over by the Hon. Capt. Barnes-Lawrence that promptness and efficiency are the characteristics of that public department. In former years we do not think it was the practice to publish the Shipping and Trade Returns of Hongkong for one year until somewhat late in the following year. A departure, however, from the old custom has to be noted in reference to the shipping statistics of the Colony which, we are glad to observe, appear in the present issue of the *Government Gazette*. It should be remarked that they are just the summarized returns of the tonnage, and a few of the other statistics usually compiled at the office of the Harbour Master. We have yet to await the publication of the report with the explanatory observations, which are generally very full and lucid, from that official. That report from its very character and the extensive ground it has to cover cannot, of course, be available in its entirety quite so early as the fifth week after the closing of the statistical year. The returns under notice presented as they are, in their present skeleton form, will be appreciated by the shipping firms no less than by the mercantile community for whom they have a special interest. The practice of this early publication once instituted may, it is to be hoped, be continued in regard to future returns emanating from the shipping office. To come to the figures which are the subject of comment in this notice, in the order of arrangement the first tabulated form deals with the registered tonnage entered and cleared and the number of passengers arrived and departed during 1905. The total foreign trade for the past year amounts to 22,653,616 tons, to which, if the tonnage represented by steam-launches and junks engaged in local trade, viz., 5,351,475 tons, is added, a grand total of 28,005,091 tons is arrived at and actually represents the enormous volume of the traffic borne across the waters of the port of Hongkong. A note appended to the table explains that in that surprising total the craft belonging to the "Star" Ferry Co., Ltd., exclusively employed in the passenger traffic between Hongkong and Kowloon and *vice versa*, have not been included in the above figures. Classified under the general heading British and foreign, British ocean-going vessels take the lead with an aggregate of 7,672,214 tons represented by 3,495 ships, while foreign vessels to the number of 3,845 have been engaged in competition with collective tonnage of 5,351,475 tons. As regards "river" steamers it is not surprising that the preponderance of British tonnage should be so much in excess of the foreign rivals, the respective totals being 5,554,022 and 659,597. The number of ships

under sixty tons burden employed in the foreign trade entered and cleared to the total of 1,800 and the figures for junks so engaged are 31,475. Compared with 1904 there has been but a small increase in the total tonnage of ocean traffic, although that increase was mainly contributed by vessels flying the foreign flag. British tonnage suffered a small diminution to the extent of 36,410 tons and 30 fewer ships. The detailed comparative table for the two years, 1904 and 1905, appears in the official publication and is as follows:—

Ship	Tonnage	No.	Ship	Tonnage	No.	Ship	Tonnage	No.	Ship	Tonnage	No.
British Ocean	4,318	1,708	Foreign Ocean	3,054	1,187	British River	306	141	Foreign River	5,045	1,658
British Junk	1,026	1,026	Foreign Junk	5,351	31,475	British Launch	4,004	1,004	Foreign Launch	1,000	1,000
British Steamer	1,000	1,000	Foreign Steamer	1,000	1,000	British Tug	1,000	1,000	Foreign Tug	1,000	1,000
British Barge	1,000	1,000	Foreign Barge	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000
British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000	British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000
British Brig	1,000	1,000	Foreign Brig	1,000	1,000	British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000
British Cutter	1,000	1,000	Foreign Cutter	1,000	1,000	British Ketch	1,000	1,000	Foreign Ketch	1,000	1,000
British Sloop	1,000	1,000	Foreign Sloop	1,000	1,000	British Brig	1,000	1,000	Foreign Brig	1,000	1,000
British Schooner	1,000	1,000	Foreign Schooner	1,000	1,000	British Cutter	1,00				



AN UNPUBLISHABLE

LOTS OF MONEY ABOARD SHIP

[illegible]

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26



REF: T00142

—

ard, last mile and a half, 9.55; last half, 4.6, last quarter 3.4.  
 mloops, one and three-quarter mile, 4.08; quarter 32". This gallop compares favourably with that of Glorious Rose yesterday, coming the bad state of the course.  
 ammond King, one mile, 2.20.  
 icking Chaiken and Red Herring, one mile, 1.57, 1.55, 2.20.  
 ick, one mile, 35, 1.10, 1.46, 1.10.  
 ckville, one mile, 36, 1.13, 1.11, 2.00.  
 ew Boy, one mile, 38, 1.10, 1.09, 2.00.  
 icksh, one mile, 38, 1.15, 1.09, 2.00.  
 ew Boy, one mile, 2.10, last quarter 32.  
 eculation, three-quarters of a mile, 1.45, quarter 32.

**THE "KINGS" IN TRAINING.**

2 p.m.

my notes which appeared in last even-  
*Telegraph*, mentioned that the well-  
known Shanghai jockeys—Burrill and Hayes  
re-expected by the P.M.S.S. *Korpa*. These  
omen arrived here this morning, but as  
they have not had the chance of getting in  
a legkin.

Shortly before eleven o'clock this forenoon,  
a "bunch" of Mr. Geo. Potts' bunch were  
seen. The "bunch" the *Rialto* have the  
best hand in matters racing in the morning, and  
usually a few sportsmen appeared to  
watch when it became known that the "Kings"  
were sent out to do useful work to-day.  
A strong and cold wind that blew with so  
much force earlier in the morning kept up  
throughout the forenoon, but the sun managed  
to put out; and rendered the atmospheric  
condition not so uncomfortable as it was a few

He is a very good looking and lively pony, but does not appear to be good distance starter. He galloped a mile in 37, 1:13, 1:46, 2:22, 3:00, 3:37. Following Sycee was Erl King. He was over a three quarters of a mile distance, commenced well and kept it up till the all stand was negotiated and "died away" Black Rock, finishing badly. His time was 0.15, 1.51, 1.51 half a mile would be

Donald King came out next, looking quite well. He was placed over a mile and three-quarter gallop. He covered that distance well in 1:18; 1:55, 2:30, 1:04, 3:40, 4:15. He was a mild King was the next on the roll. He is a mild looking animal, and I think still too young on the big side. He was put on the same time, his time being 40, 1:10, 1:55, 2:32, 3:44, 4:10. Maori King joined him in the mile and last mile and that was the end of the race. He was reached, when Maori dropped home by about five lengths. His mile was in 2:17. Last quarter 33. The last on the list was Exchange King, a Gipsy King. They went together for a mile and a quarter. The ponies galloped in style, but Gipsy King cut coming up to the straight. Exchange King finished home by about three lengths. The time was 2:23, 2:02, 2:37, 1:09, last quarter 33. **THE RIDING BOY.**

stune. Rose accompanied by another  
and a grey went out early in the morn-  
the dark, one mile, 7, 31 3/5, 1.05 3/5;  
/5  
nake, rm, 33, 1.06, 1.41 1/5, 2.16,  
black pony, 2m, 35, 1.10, 1.40,  
net Rose, 1m, 1, 34 1/5, 1.09 3/5, 1.41 4/5,  
er, 1m, 36 3/5, 1.12, 1.42, 2.20 2/5;  
man King, 1m, 3, 1.74, 1.40 1/5, 2.20 2/5,  
ated Rose and Himalaya Rose, 1m, 3,  
1.47, 2.22 2/5, 2.57 1/5, 3.30 1/5; Hima-  
Rose 4 seconds behind.  
rise Rose, 1m, 35, 1.10, 1.44 4/5, 2.15 2/5.

France Rose, 1m., 7, 36, 1.09, 1.40.  
 Humph Rose, 11m., last mile, 35, 1.12,  
 5, 2.18  $\frac{2}{5}$ ; add first  $\frac{1}{4}$ m., 1.55  $\frac{2}{5}$ , total  
 4.13  $\frac{4}{5}$ .

Common Rose, 1m, 30, 1.12, 1.46 3/5, 2.18 4/5,  
Common Rose and Rambler Rose, 14m, 38,  
1.48, 2.22, 3.55; Common Rose bea-  
der.  
Zibzar, 14m., 1, 39, 1.25, 2.04 4/5, 2.47,  
3.5; 1/5. The pony was galloped in a  
traffic manner; the start was not from any  
ular post. Old Boy joined him in the  
alf mile.  
le, 14m., 7, 36 1/5, 1.13 2/5, 1.51 1/5,

uchi and Pathan, 14m, between 4 taken  
5, 1.45; went round last 4m, 38, 7.14,  
1 won.

Island Laird, 12m., 36 2/5, 1.09, 1.42,  
 5.248.  
 Adachi, 12m., 1.34 4/5, 1.10, 1.45 4/5,  
 total time 2.55.  
 Al Monk and Zapeter, 4m., 35 1/5, 1.10 2/5,  
 5. Zapeter was leading at the finish,  
 5.50. Logan Chief, 1m., 7, 36 3/5, 1.14, 1.50;  
 finished.  
 Emily and Halcyon Days, last 4m., 35.  
 Island-man and Highland Star, 12m., 7

1.08, 1.45, 2.23 1/5.  
 elyn, tm, 35, 1.10 7/5, 1.43 4/5, 2.17-  
 nia, tm, 1, 1.06, 1.42, 2.18 1/5.  
 and Sundall, 12m, 42, 1.18, 1.53,  
 5, 3.04. Grafton hard held.  
 m, 1st, last half 1.08.  
 training was wound up by Rising Sun  
 or going together for 12m. They gallop-  
 order (Eggs or Pilot) 49, 2.5, 1.28 4/5,  
 2.43 5/5, 2.20 5/5, 3.52 4/5. Although  
 after lock on Pilot, Rising Sun got  
 lengths ahead of Pilot at the win-  
 stant. Sun's performance testifies to his  
 blood.

**MARY BIRD.**

ugh this morning was not what one  
 all fine it was better than the one that  
 yesterday.  
 s a cloudy and cold morning, and a  
 little fell for a few minutes. The wind

course was fast if a trifle sticky, and some good times were taken. Quite a few covered their distance in good style and strong, while some "went off" in com-  
 e wing post.  
 The Shanghai jockeys—Burkitt, Haynes—put in an appearance this morning, taken in some of the work.  
 men called. I append:

Rose and his stable companion  
Rose started out together. They  
over the mile and a half distance  
the mile and a quarter distance behind  
at quarter 25.  
a King, one mile, 2:09, last quarter 51,  
one mile, 1:59, last quarter 31;  
half-mile, 1:05, last quarter 32;  
and Laird, last mile, 34, 7:05, 1:45.  
Pretty good.  
Rose, one mile, last three-quarters

nce Rose, one mile and a quarter, 34, r. 04; last quarter 30. 11/11/11  
the, one mile and a quarter. Last



Zanzibar, one and three-quarters of a mile. Last mile, 39 1/2, 200, 230, last quarter 25 sec.

Triumph Rose, one mile and a half, 39 1/2, 200, 230, 233 1/2. Strong finish.

Second mile, 39 1/2, 200, 230, 233 1/2.

Third mile, 39 1/2, 200, 230, 233 1/2.

Fourth mile, 39 1/2, 200, 230, 233 1/2.

Common Rose and Rambler Rose, one and a quarter mile. Last mile in 34 1/2, 110, 144, 215.

Glorious Rose, one mile, 35, 110, 140, 217 1/2.

## THE RIDING BOY.

There was a "high tide" course, this morning, the flat ground in places being flooded by the rain over-night. Gallops were confined to the inner track which was somewhat fast. The time was—

Forward started on a spin of twice round, half mile taken in 1 1/2.

Donnybrook (Gresson up) 1/2 m, 37 1/2, 112 1/2, 147 1/2, 223 1/2, 258, 333.

Skirl and Halcyon Days, 1/2 m, 35, 108, 142, 205, 245, 315, 344.

Acornite and Lydette, 1/2 m, 41, 115, 149, 224 1/2, 315.

Spring Chicken, 1/2 m, taken in 31.

Isogor, 1/2 m, 36, 112.

Blue Nile, 1/2 m, 35 1/2, 114 1/2, 150, 223 1/2, 315, 344.

Jovial Monk, 1/2 m, 35 1/2, 108.

Rabbit and Promised Land, 1/2 m, 36 1/2, 111, 146 1/2, 221 1/2, 257 1/2, 333 1/2, 344.

Gaberlone and Peabees, 1/2 m, 31 1/2, 105 1/2, 257 1/2, 315, 344.

Speculation, 1/2 m, 35, 110 1/2, 146 1/2, 220 1/2, 256 1/2, 315.

Mozambique Chief (blanket), 1/2 m, 34 1/2, 110, 145, 223 1/2, 315 (Diadem), 1/2 m (Brookville).

Korean Chief (Diadem) 1/2 m, 35 1/2, 115, 149, 224 1/2, 315.

Glory King, 1/2 m, 38, 115 1/2, 148 1/2, 224 1/2, 315.

El King, 1/2 m, 40 1/2, 118, 153.

Maori King, 1/2 m, 38, 115, 148, 223.

Shimoseite (Moller up) and Cordite, 1/2 m, 35 1/2, 111, 146, 220 1/2.

Kamloops, 1/2 m, steady, 33 1/2, 108, 143.

Arab Chief (Moller up) and Lucky Chief, 1/2 m, 44, 118, 153, 227, 301 1/2, 333 1/2, 344.

Heather King, 1/2 m, 38, 106 1/2, 143 1/2, 215 1/2, 315.

Cardiac, 1/2 m, 35, 110, 146, 220 1/2, 315.

Emerald King, 1/2 m, 34, 111 1/2, 147 1/2, 219, 249.

Gold King, 1/2 m, 37 1/2, 113, 148 1/2, 220, 249.

Exchange King, 1/2 m, 36 1/2, 111, 142 1/2, 219.

Rotherham, 1/2 m, 36, 110 1/2, 144 1/2, 219.

Old Boy, 1/2 m, 37, 113, 145 1/2, 222, 258 1/2, 315.

## EARLY BIRD.

The morning was a bright, sunny one. The atmosphere was dry, but very cold. It appears that a few of Bukey's ponies have gone on "strike." Bush Rose and Fortune Rose as well as Medico's Sonoma did not budge an inch, until after a good deal of coaxing when called on to do their gallops this morning.

There were a few fast quarters recorded; all gallops on the inside course.

Wakelyne, 1/2 m, 20 1/2.

Fortune Rose and Bush Rose, 1/2 m, 34, 107 1/2, 141 1/2, joined by Sonoma 1/2 m.

Pathan, 1/2 m, 35, 108.

Pilot, last quarter 32 1/2, went round, last quarter 34 1/2.

Highland Star, 1/2 m, 40 1/2.

Highland-man (blanket), 1/2 m, 33.

Mikosh, 1/2 m, 34 1/2, 108.

Coronet Rose, 1/2 m, 38 1/2, 117, 154, 230, 245, 303.

Baluchi, 1/2 m, 37, 112 1/2.

Halcyon Days and Velocity, 1/2 m, 35 1/2, 108.

Grafton, 1/2 m, 32 1/2.

Sunrise Rose, first 1/2 m, 31 1/2, went round, last 1/2 m, 30 1/2.

Blue Boy, 1/2 m, steady, 41, 116, 148.

Droghda, 1/2 m, 35 1/2.

Himalaya Rose and Common Rose, 1/2 m, 30 1/2.

Gold King (in hood) 1/2 m, 33, went round, last 1/2 m, 30 1/2.

Triumph Rose, 1/2 m, 31 1/2.

Diadem, 1/2 m, 33 1/2.

Shimoseite and Melinite, 1/2 m, 39 1/2.

Rising Sun, 1/2 m, 31 1/2.

Rabbit, 1/2 m, 31 1/2.

Rundell, 1/2 m, 32 1/2.

Beancake, 1/2 m, 32 1/2, 103 1/2.

Zapater, 1/2 m, 36 1/2, 110 1/2.

Glorious Rose and Rambler Rose, 1/2 m, 30 1/2, next round 30.

Spotted Rose, 1/2 m, 31 1/2.

## EARLY BIRD.

The weather this morning was simply glorious; no better could be hoped for. Among the spectators were Sir Matthew Nathan and his two A. D. C.'s. The gathering was the largest of the season; Shanghai and Hongkong ladies graced the assembly with their presence in large numbers. The group furnished an excellent subject for a capital photograph. Where were the Hongkong photographers? Is enterprise dead?

"Early Bird" has been elevated to the rank of a "Field Marshal," for such is the title he was dubbed with by his friends this morning. Almost all the ponies were galloped to-day with the exception of Emerald King and Heather King whose exhibitions are reserved for to-morrow.

The outside course was open, and it was fairly fast. The "times" were as follows—

## DERBY GRIFINS.

Kamloops, 1/2 m, steady, 40, 116, 150, 226 1/2, 303, 338 1/2.

Rotherham, 1/2 m, 41 1/2, 121, 158, 235, 236, 311 1/2, 346 1/2.

Quach, 1/2 m, 43, 119, 154, 228, 303 1/2, 340.

Sydney King, 1/2 m, 33, 105 1/2, 139.

Exchange King, 1/2 m, 37 1/2, 111, 142 1/2.

Gold King, 1/2 m, joined by a bay pony 1/2 m, 34 1/2, 109, 145, 218 1/2, 252 1/2.

Zanzibar and Old Boy, 1/2 m, 37, 112, 145, 220, 258 1/2, 336 1/2.

Triumph Rose and Himalaya Rose, 1/2 m, 41 1/2, 108 1/2, 145 1/2, 220 1/2, 252 1/2.

Himalaya 3 seconds behind.

Glorious Rose, 1/2 m, joined by Rambler Rose, 1/2 m, 36 1/2, 110 1/2, 144 1/2, 221, 257, 315.

Spotted Rose, 1/2 m, started in bad mood, 36 1/2, 112 1/2, 147 1/2, 221 1/2, 253 1/2, 315.

Arab Chief and Lucky Chief, 1/2 m, 34, 108 1/2, 141 1/2, 220 1/2, 256 1/2.

Highland-man and Highland Star, 1/2 m, 39, 119, 149 1/2, 223 1/2.

## "STUBS."

Common Rose, 1/2 m, 36, 112, 149 1/2, 224, 258.

Prochads, 1/2 m, 37, 111, 145 1/2, 221.

Wakelyne, 1/2 m, 36 1/2, 111 1/2, 145 1/2, 220 1/2, 257 1/2.

Blue Nile, 1/2 m, 35 1/2, 114 1/2, 150, 223 1/2, 315, 344.

Rabbit and Promised Land, 1/2 m, 36, 107, 149, 219.

Brocco, 1/2 m, 38, 116 1/2, 153 1/2, 225 1/2, 257 1/2, 315, 344.

Zapater and Jovial Monk, 1/2 m, 33 1/2, 109, 147, 223 1/2.

Velocity and Halcyon Days, missed.

Road Herring and Spring Chicken, 1/2 m, 43 1/2, 118, 208, 338.

Isogor (Adkinson up), 1/2 m, 35 1/2, 106.

Pilot, 1/2 m, 36, 114, 146 1/2.

Rabbit, accompanied by Bomp Meet, 1/2 m, 40 1/2, 108 1/2, 142.

Greenfield, 1/2 m, 37, 119, 150 1/2.

Shimoseite and Cordite, 1/2 m, 44, 120, 154 1/2, 230, 308 1/2.

Acornite and Melinite, 1/2 m, 37, 111, 144 1/2.

Lydette, 1/2 m, 37, 111, 144 1/2.

Speculation, 1/2 m, 35, 114, 148 1/2, 221 1/2.

Brookville, 1/2 m, 35, 110.

Highland, Chiel and Alarm, 1/2 m, 38 1/2, 115 1/2, 151, 225.

Rover, 1/2 m, 33 1/2, 108 1/2, 144, 219.

Total time reported 2:00.

Glory King, 1/2 m, 34, 113, 145 1/2.

Maori King, joined by El King, 1/2 m, 37 1/2, 114 1/2, 150 1/2, 225 1/2.

Diadem, 1/2 m, 42, joined by Rising Sun, 1/2 m, 114, 150 1/2 for Diadem.

Sonoma, 1/2 m, 33, 109, 148 1/2.

## OLD PONIES.

Norman King, 1/2 m, 37, 113, 149 1/2, 227, 259 1/2.

La France Rose, 1/2 m, 40, 113, 17, 304, 374, 414.

Forward, time missed.

Blue Nile, 1/2 m, last mile taken 2:14.

Beancake, 1/2 m, 36, 111, 147, 221, 254.

Sunrise Rose, 1/2 m, joined by Bush Rose, 1/2 m, 30, 115, 151 1/2, 230, 304, 336.

Droghda and Donnybrook, 1/2 m, 34, 107, 141 1/2, 217 1/2.

Ca Canny, 1/2 m, 36, 112, 149, 224 1/2.

White Blaze, 1/2 m, 40, 116 1/2, 149, 230 1/2, 315.

Highland Laird, 1/2 m, 37 1/2, 111 1/2, 146 1/2, 218 1/2, 253 1/2.

Saxonia and Grafton, 1/2 m, 36, 110, 144.

Pathan and Baluchi (inside course), not taken.

Cardiac, 1/2 m, 41, 120 1/2, 201, 238 first mile; second mile, 35, 111 1/2, 145, 218.

## EARLY BIRD.

A very bright and crisp morning. Both tracks were open, though the outer one was mostly used.

Following were the times taken—

La France Rose, one mile and a half, 37, 113, 148, 223, 258, 333.

The Skirl, one mile, 33, 108, 143, 219.

Maori King, 1/2 m, 37, 111, 140, 221.

Kamloops, last mile, 37, 111, 146, 224.

Sunrise Rose, one mile and a quarter, 36 1/2, 113, 151, 235, 318.

Ca Canny, one mile, 34, 111, 148, 222.

Sydney King, three-quarters of a mile, 34, 106, 139.

Red Herring and Spring Chicken, one mile and a quarter, 40, 116, 151 1/2, 231, 306.

White Blaze, one mile and a quarter, 37, 114, 151, 235, 318.

Triumph and Himalaya Rose, one mile and a quarter, 34, 108, 145, 220, 352.

Speculation, one mile, 37, 114, 149, 221.

Exchange King, three-quarters, 143 1/2.

Rover, one mile and a quarter, 39, 112, 147, 213, 238.

Spotted Rose, one mile and a half, 37, 113, 148, 223, 258, 333.

Gold King, one mile and a quarter, 254, last quarter 34.

Zanzibar, one mile and a half, 38, 112, 145, 220, 257, 315.

Maori King, one mile, 38, 116, 151, 233.

Arab Chief and Lucky Chief, one mile and a quarter, 34 1/2, 109, 144, 220 1/2, 256.

## THE RIDING BOY.

## RECALCITRANT SKAMRN.

## THE "SIMLA" CREW AGAIN.

Before Mr. F. A. Hazeland, at the Police Court this morning, the matter of the sailing ship *Simla* summoned William Dunn, Patrick McCarthy and Neil McDermid, seamen, for refusing duty on the 2nd instant.

Mr. P. W. Golding, of Messrs. Brutton, Hett and Golding, prosecuted.

The defendants pleaded guilty, and said that they refused duty because the captain would not let them go ashore to see the harbour master as there was a dispute as to whether or not the harbour authorities should see.

The captain said that the harbour master had recommended that if these men were discharged they were to be sent home. The *Simla* was leaving shortly with a cargo of explosives and in consequence of such dangerous cargo these men were not wanted on board.

His Worship: Three weeks' hard labour each.

## A FALSE FRIEND.

At the Police Court this morning, before Mr. F. A. Hazeland, Chan King Hong, a Chinese, figured on the dock on a charge of stealing a diamond ring from one Chan Sun valued at \$300. From the evidence heard it appears that complainant had only made defendant's acquaintance on Thursday night. On Friday at mid-day the defendant called at the complainant's house and proposed to go for a walk. They then proceeded to a club, which they subsequently left, and while walking along, defendant asked to see complainant's ring, which upon receiving defendant placed on his finger. They then entered the club with the intention of going to the Italian Consul's residence for a walk. Arriving at a house in Wyndham Street, complainant heard defendant say that he was going down to pay off the chair. He did not return, but went and pawned the ring for \$70, and was later arrested on board a Canton boat. His Worship sentenced defendant to two months' hard labour.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## "UNEARNED INCREMENTS FOR GOVERNMENT SERVANTS."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—My attention has been called to your leading article under the above heading appearing in your issue of Friday, Jan. 26th. I have read with some interest your criticism and take the liberty, with your permission, to criticise the critic. Your article appears to me founded upon a misapprehension based upon lack of knowledge of the principle and practice of co-operation. Dealing with Scheme A, you first commiserate with those Civil servants whose salaries vary from \$50 to \$150 a month in their struggle for existence and at first glance you say "it might be thought the resident Civil servants, the men with small salaries and large wants might possibly benefit from that scheme." I say you they may all benefit and some members.

But you say "The condition of membership disqualifies those who are members of the scheme." I say that the condition of membership is that the member must take up at least one £10 transferable share and you ask the pertinent question: "Who is the junior clerk earning \$50 to \$80 per month who can produce the necessary \$20 without another thought? It is not expected he should, and his paragraph had never been written had you but the faintest knowledge of how shares are paid for and capital raised in the co-operative movement." Under Scheme A, will it be any information to you, Sir, I state that the membership of the co-operative societies existing to-day are drawn principally from the wage earners, and they also will form the bulk of our membership in Hongkong and set the "bon

ton" as you choose to term the higher salaried officials of the Civil Service. As to the lowest paid servant they will have the same opportunity afforded them here as in England where I know members who have joined a Society by paying one shilling as an instalment of their share of one or two pounds and the balance by instalments as it suited them. Many have paid up their shares with the dividend accruing upon their purchases, and hundreds of men and women whose wages were so low and their wants so great never could have afforded to pay £2 or £4 for a share have by letting their dividends accumulate paid their share capital and found deposits standing to their credit for a time of need.

## Why not in Hongkong?

Every encouragement will be given to the very poorest paid Civil servant to become a member and participate in all benefits accruing from a system of co-operative trading, and I am certain the very poorest will be able to spare a dollar to make a start.

I am not so certain as you appear to be, Mr. Editor, that the manager, distributing staff, etc. ad lib. will have a sincere if it will be most unusual if they are not found enough employment to justify their retention and, if not, that is a matter of management which members of co-operative societies have a voice in determining.

"How the rent of the store is to be paid" we cannot conceive" is a sentence that I should scarcely have looked for in a leading article of a journal of such standing as the *Hongkong Telegraph*.

Refer back, Sir, to Scheme A, and it is there laid down that goods bought at wholesale rates will be sold to members at current—i.e., the retail—prices which would cover the expenses of administration, insurance and so on.

Surely, we are right in assuming that in fixing his retail price the merchant or shopkeeper takes into account all the costs of freightage, transport, storage, rent of stores, wages, depreciation and all other incidental expenses of his business plus a margin of profit for himself.

Therefore, we believe if we sell at same prices as are generally obtainable that we shall have dollars enough to pay our rent, etc., and the margin will be divided pro rata upon purchase.

In dealing with Scheme B, you are certainly not sparing in your compliments. Your questions are pertinent and your charges direct. "Why should we be paid Government servants get a reduction on their goods?" you ask. I don't know why myself, and yet if I am asked by my comrade dollar twenty for the article usually sold for a dollar I have that, 20 cents.

And I take it if the comrades applied to think it profitable to them to supply a body of customers regularly and can himself purchase more definitely and profitably to meet their requirements then he may offer 5 or 10 per cent discount to obtain quick returns upon small profits. Personally, I see no reason why the ordinary householder should not enjoy the same privileges; they have but to combine to obtain them as the Civil servants have to.

Your cheap sneer at the Civil servants of Hongkong, past, present, and future, such a vulgarly should find its way into an editorial.

In conclusion, let me assure you that you may rest easy as to who will pay for the circulars the co-operative Society will when floated, and in the meantime I shall have the privilege of settling those accounts.

As to the paper on which the circular was printed being Government paper I have written to the printer asking if that is true. What I do know is that the cost of printing, etc. has been invoiced to us and we shall pay, and I cannot see how the Government can be accused of paying for our printing or our funds, but the reasoning of an Editor as far reaching and sometimes far fetched, but I am sure he will wish us all success when he understands our scheme a little better and the co-operative store is *unfallaciously*—Yours, etc.,

W. J. LEWINGTON,

Secretary.

4, Blue Buildings,

30th January, 1906.

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—As a passive spectator and shareholder in the above named Company for a number of years, I have listened with much interest to the questions put to the chairman at the meeting by the Hon. H. Pollock, K.C., and the fair and able comment on the management of the Company by the Hon. Gershom Stewart. The gentleman who has gained the approbation of the shareholders in coming forward, as they have done, to endeavour to protect, in some measure, the interests of shareholders—shareholders, who, in many instances, I am afraid, are either unable to protect themselves or diffident in taking part in company meetings.

In regard to the Company formed under the auspices of the Directors of the "Land Investment Company" to carry on the business of the reclamation, I am sure that the shareholders of the Land Company have been consulted in the matter, they would not have sanctioned the formation of a company under the then existing Board of Directors having for its objects similar business to that for which the Land Company was originally formed, and for which the capital was subscribed. "What is sauce for the goose, is sauce for the gander"; in other words, why rob Peter to pay Paul?

I have been a silent spectator for many years of the ingenious finance employed by this company, and often have I wondered how it would eventually. I know now, a fall of \$5 in the dividends paid to shareholders, and of course consequently an over-capitalized concern—over-capitalized, because of the inadequate return to shareholders in a Colony where the land interest is 5%.

The company should be re-constituted and part of the capital returned to the shareholders by forming a separate company to take over at their book value, or at a slight premium, a portion of the undeveloped property, this being so far as I can judge, the only way in which the shareholders can expect to reap an adequate return on the money invested.

The Board of Directors should find no more difficulty in floating such a company than they had in floating the "Reclamation Company"—Yours, etc.,

PASSIVE SPECTATOR.

Hongkong, 2nd February, 1906.

THEIR WORTH would be hard put to it this winter to keep warm for the Honan coal, says the local *Yuen*, as application at the C. E. and M. Co.'s coal office for coke, and some (though for coal also) are being constantly met with statement "none in stock and not know when to expect any." We presume the supply given where it is better paid for, as is supposed to be keeping up. Anyway we have the hard coal and it is coming more and more into use. It is, however, a mistake policy we think to neglect the home market, however small.

## BARON SUYEMATSU.

## HIS EXPERIENCE ON THE GERMAN MAIL.

last.

Considerable interest was manifested in Hongkong in the voyage of Baron Suyematsu from England to Japan. The telegrams which appeared in the press relating to the Baron's appearance on board ship were sufficient to invest his appearance in Hongkong with unusual interest.

It may be remarked that Baron Suyematsu telegraphed to Port Said that he had not been treated on board the German mail steamer *Zieten* as one holding his rank and travelling as an official emissary of the Emperor of Japan had a right to expect.

At the time, the Captain of the *Zieten* in response to a cable from Berlin, stated that everything had been done to provide for the requirements of the exalted personages on board his ship. It may also be mentioned here that His Excellency Chang Ta Jen was also travelling from London to China.

This forenoon Baron Suyematsu was met by a *Hongkong Telegraph* representative just as he was leaving the *Zieten*.

No sooner had the formal introduction terminated than the Baron incidentally remarked that he supposed the visit of the journalist had something to do with the telegrams which had become public property relating to his treatment on board the *Zieten*. At the same time he stated that no doubt the newspaperman had seen a statement which appeared in the *Strait Times* on the subject: "It is a lie from beginning to end," he said.

At this point the Baron went on to remark that leaving out of the question his position as the representative of the Emperor of Japan, the Japanese gentlemen and himself were badly treated on board the *Zieten*.

At first he and his staff were seated at the chief officer's table—and were placed at the foot of that—during meals. At Port Said the Baron wrote to the press regarding the treatment. At Colombo the German Consul who had seen the representative of the Norddeutscher Lloyd visit him and stated that no disclosure was intended.

Naturally he accepted the explanation and there the matter would have ended had it not been for the statement in the *Strait Times* which purported to be an interview with the captain of the *Zieten* in regard to the matter.

It was quite true that the Captain of the *Zieten* had approached him, but as a matter of fact he considered the manner in which the Captain had spoken to him, relating to the affair, was in no way calculated to remedy the matter.

Baron Suyematsu declared that it was adding insult to injury, and of course, as he felt it very keenly, his expressions may without material difference be toned down.

The Captain approached him, Baron Suyematsu stated, at dusk as he was coming out of the smoking-room, and the conversation was limited to half-a-dozen words.

At this moment he was called away by one of his secretaries, saying that he had a busy day before him, proceeded to the Ferry.

Our representative subsequently went on board the *s.s. Zieten*, but unfortunately could not see the Captain who he was told had gone ashore.

Penang, Jan. 25.—Captain von Binzer, of the *s.s. Zieten*, thus explains the circumstances of the alleged lack of respect shown by Baron Suyematsu on the present voyage of the vessel he commands.

He says that H. E. Chang Ta Jen, the returning Chinese Minister, boarded the *Zieten* at Southampton. He (the Captain) had received instructions from his Company elsewhere that he was to expect any passenger of such exalted rank but when the Minister saw him, he gave him his flag, which he had hoisted at the moment, and the conversation was limited to half-a-dozen words.

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## THE PHILIPPINE ISLANDS.

SALE OFFICIALLY CONTRADICTED.

The *Cablenews*, of the 28th ult., prints the following telegraphic despatches in reference to the report of a willingness on the part of the United States Government to sell the Philippine Islands to the Japanese.

"The Manila—Referring to your cablegram of January 26, the cable statement referred to has not the slightest vestige of truth. It is not only untrue but absurdly so."

This cable was received yesterday morning by the Governor-General in reply to one sent the evening before to Washington announcing that certain element of the Philippine people was greatly disturbed by a rumour that was floating around that Washington Wright was being sent from Washington to Japan for the sale of the Philippine Islands to the Japanese.

Governor-General Ide's cablegram was as follows: "Filipino much disturbed by cable announcing that Ambassador Wright has been authorized to negotiate the sale of the Philippines to Japan. Authentic denial from you might be useful."

Governor-General Ide is at a loss to account for the rumour. When the American people make up their minds to surrender the Philippine Islands it will be to the Filipino people, says he. While this generally conceded by intelligent Americans and Europeans that the story of the sale is unfounded, there are a number of Filipinos and Spaniards who believe in its truth, and many of the latter when the matter is mentioned clap their hands in high glee at what they consider will be the predicament the Filipinos will be in under the new regime.

## GENERAL AND MRS. CORBIN IN HONGKONG.

Among the passengers who arrived by the E. & A. S. *Eastern* from Manila today are Major-General Corbin and his party who are to take passage for America by the *ss. Korea* which will touch at Shanghai and the Japanese ports. On the 1st inst. the commanding general of the Philippine division turned over the command of the division to his successor Major-General Leonard Wood. The formal exercises were held in the office used by the clerk of the military secretary at division headquarters.

The popularity of General and Mrs. Corbin and the high esteem and regard in which they are held by their many friends in Manila, was manifested last evening, says the *Cablenews* of the 1st inst., by the brilliant throng of officers of the army and their families, and government officials and civilians, representing every nationality in Manila, who were present to bid goodbye to the general and his charming wife at their farewell "at home" at the commanding general's palatial residence in Manila.

The officers and ladies of Fort William McKinley turned out en masse, the consuls of the different consulates in Manila, the Governor-General and his aide, the entire staff of division headquarters and of the department headquarters of Luzon and their ladies, called to pay their respects and to wish the host and hostess a pleasant journey home and happiness in their future station. The reception, as on former occasions, was held out of doors on the beautiful green sward of the residence, and refreshments were served under the tapering rubber trees. During the evening the 13th Infantry band from Fort McKinley, which there is no better in the army, furnished a delightful programme of choice selections. Mrs. Corbin, it was every much regretted, was suffering during the evening with an acute attack of tonsillitis, and was unable to be in the receiving line.

## THE FIRST ARMOURD CRUISER BUILT IN JAPAN.

HOW THE DIFFICULTIES WERE OVERCOME.

It appears, states the *Japan Mail*, that the chief naval architect of the new armoured cruiser *Tsukuba* was Mr. Yamaoka, who graduated from the Engineering College of the Imperial University in the year 1899 and thereafter studied for three years in England, returning in 1903, when he received an appointment at the Kure station. After the war with China he was again despatched to England, his duty being to supervise the construction of the *Asahi*, one of Japan's first battleships. This kept him for two years in England, and on his return he was again appointed to Kure, where he then officiated as chief naval architect of the *Asahi*.

Mr. Yamaoka was the first really big vessel built in Japan full of practical experience for all contingencies, but nevertheless we had some difficulty. The work was commenced on the 14th of January in 1905, and up to June and July times did not move as fast as anticipated. We feared that at this rate the launch could not take place at the time intended, but thereafter very rapid progress was made and in the end we were able to launch her before the fixed date. The material required had all been obtained and prepared beforehand so that there was no difficulty. On a certain portion of the materials had to be obtained from abroad, but as they all passed into the hands of our workmen, it may be said that the ship was entirely constructed in Japan. In the matter of appliances and implements we experienced some incompleteness and imperfection owing to the great size of the vessel, but by degrees the deficiencies were fully furnished and the officers and crew were fully equipped. The first two or three months of the building the workmen's inexperience told against them; Japanese workmen are extraordinarily expert in regard to wooden constructions, but they have had little practice in joining metal plates and in driving rivets, and their strength of arm is not great compared with English workmen, so that some difficulty was encountered from time to time. At the outset this caused some concern, but gradually as the men developed skill, these caused to be any sufficient cause for uneasiness. To launch a ship of over ten thousand tons in eleven months is a remarkable feat of speed, yet compared with English work it is still 30 or 40 per cent. slow. Still, as our artificers are now expert, there will probably be no such difficulty hereafter. During the building the largest number of men employed was 400, the largest number of 1,000, more or less. At the time of our second naval expansion scheme, that is to say, when the *Asahi*, *Asakura*, *Asama*, and *Asate* were built in England, our people, whether as superintendents or as students, had witnessed the processes of construction, and though they had actually taken part in the work, the experience gained through the eye proved of great value to them. What may be regarded as progress in construction resulting from the Russo-Japanese war are improvements in armaments but only alterations of certain parts here and there. The most visible of these is the absence of a

ram in the *Tsukuba* and the *Asama*. The ram has been proved unnecessary by the experience of the recent war. It is now quite clear that in sea-fights where gun-power and torpedo-attacks are vigorously employed the fate of a ship will be decided without going to the point of collision. Apart from this there are improvements in details but they cannot be here explained. The sum of the matter is that a great access of experience has been gained in the building of the *Tsukuba*, so that hereafter there will be no difficulty in constructing two or three ships of over ten thousand tons each at Kure. The *Asama*, a sister ship of the *Tsukuba*, was commenced last March and will be finished in about the same time as the *Tsukuba* took.

## ORIENTAL CONSOLIDATED MINING COMPANY.

THE PRESIDENT'S REPORT.

The other day we reproduced a summary of the report of the general manager for the fiscal year ended June 30, 1905. Following is the president's report to the shareholders of the Oriental Consolidated Mining Co. The accompanying excellent report of the Company's General Manager, H. F. Meserve, gives clearly the results of the last year's operations upon your property.

The improvement over past years in the gold saving, as shown by the mill tailings, is gratifying and important. The average yield per ton, some 70 cents less than shown in the previous annual report, can be partially attributed to the poorer ore treated from the mine dumps.

Respecting the Manager's estimate of the value of the ore reserves in the chief mines, the following table is interesting:

Taiwan.	Formosa.	Kuk San Dong.
Estimated Value of Ore Reserves.	Estimated Value of Ore Reserves.	Estimated Value of Ore Reserves.
1905.....\$6,477,000	1905.....\$7,481,000	1905.....\$7,481,000
1904.....\$6,477,000	1904.....\$7,481,000	1904.....\$7,481,000
1903.....\$6,477,000	1903.....\$7,481,000	1903.....\$7,481,000
1902.....\$6,477,000	1902.....\$7,481,000	1902.....\$7,481,000
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1841.....\$6,477,000	1841.....\$7,481,000	1841.....\$7,481,000
1840.....\$6,477,000	1840.....\$7,481,000	1840.....\$7,481,000
1839.....\$6,477,000	1839.....\$7,481,000	1839.....\$7,481,000
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1762.....\$6,477,000	1762.....\$7,481,000	1762.....\$7,481,000
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1760.....\$6,477,000	1760.....\$7,481,000	1760.....\$7,481,000
1759.....\$6,477,000	1759.....\$7,481,000	1759.....\$7,481,000



(ESTABLISHED 1881.)

**\$30 PER ANNUM.**  
**SINGLE COPY, 10 CENTS.**

the  
**MANAGER.**



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,363 tons ..... Captain H. D. Jones.  
 "POWAN," ..... 2,338 " ..... " G. F. Morrison, R.M.R.  
 "FATSHAN," ..... 2,160 " ..... " R. D. Thomas.  
 "HANKOW," ..... 3,073 " ..... " C. V. Lloyd.  
 "KINSHAN," ..... 1,991 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons ..... Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,191 tons ..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons ..... Captain W. A. Valentine.  
 "NANNING," ..... 569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yuki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow ..... Single \$15.00. Return \$25.00.  
 Canton to Tak Hing ..... Single \$12.50. Return \$21.00.  
 Canton to Samshui ..... Single \$7.50.

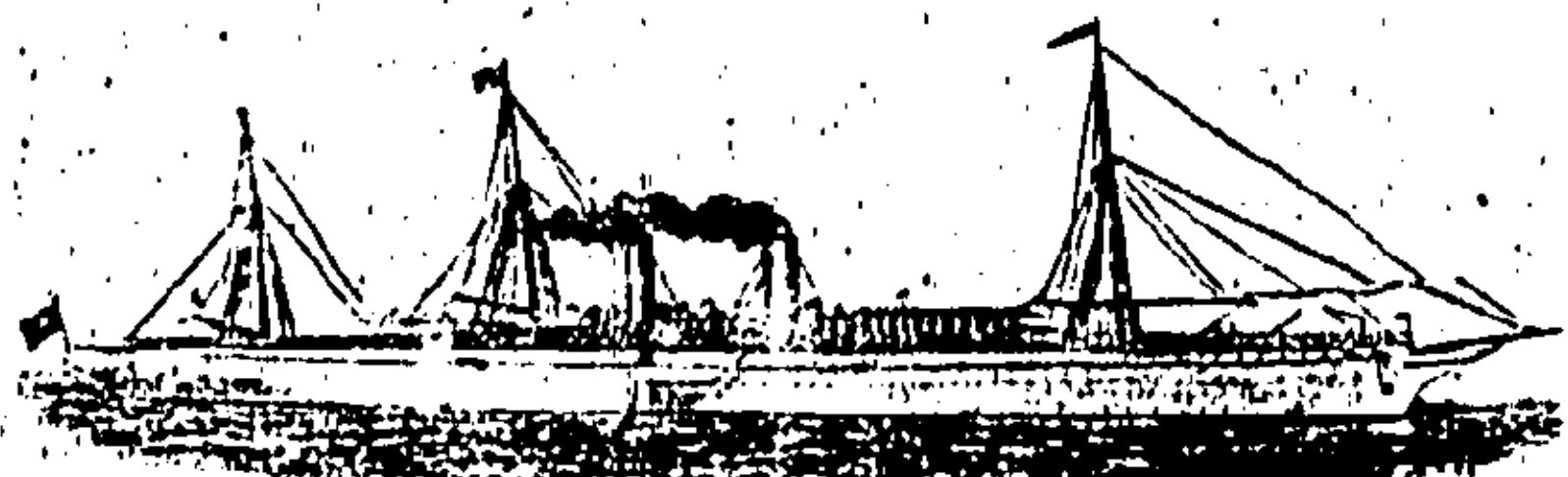
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific, is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons. LEAVE HONGKONG. ARRIVE VANCOUVER  
 "EMPEROR OF INDIA" ..... 6,000 ..... WEDNESDAY, Feb. 7 ..... Feb. 28  
 "TARTAR" ..... 4,425 ..... WEDNESDAY, Feb. 21 ..... Mar. 17  
 "EMPEROR OF JAPAN" ..... 6,000 ..... WEDNESDAY, Mar. 7 ..... Mar. 28  
 "EMPEROR OF CHINA" ..... 6,000 ..... WEDNESDAY, Mar. 28 ..... April 18  
 "ATHENIAN" ..... 2,440 ..... WEDNESDAY, April 11 ..... May 5

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via S. Lawrence £60. Via New York £62.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... £40. " " " £41.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
 E. BROWN, General Agent,  
 Hongkong, 24th January, 1906. Corner Pedder Street and Praya, opposite Blakes Pier. [13]

## HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTH: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Feb. } Freight.
RHENANIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG, COLOMBO & NAPLES, if sufficient inducement offers).	9th Feb. } Freight and Passengers.
SPEZIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st Feb. } Freight.
SAMBIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March } Freight.
SCANDIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March } Freight and Passengers.
SILESIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April } Freight and Passengers.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins airships. Lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
King's Buildings.

Hongkong, 3rd February, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN.....	WEDNESDAY, 14th February.
ZIETEN.....	WEDNESDAY, 28th February.
PRINZESS ALICE.....	WEDNESDAY, 14th March.
BAYERN.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
SACHSEN.....	WEDNESDAY, 25th April.
PRINZ HEINRICH.....	WEDNESDAY, 9th May.
ROON.....	WEDNESDAY, 23rd May.
PREUSSEN.....	WEDNESDAY, 6th June.
ZIETEN.....	WEDNESDAY, 20th June.
OLDENBURG.....	WEDNESDAY, 4th July.
BAYERN.....	WEDNESDAY, 18th July.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 1st August.
PRINZESS ALICE.....	WEDNESDAY, 15th August.
PRINZESS ALICE.....	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of February, 1906, at Noon, the Steamship PREUSSEN, Capt. R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port for above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return .....	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG .....	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return .....	97. 0. 0.	66. 0. 0.	35. 0. 0.
TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	25. 0. 0.
Return .....	115. 0. 0.	79. 0. 0.	47. 0. 0.
Via BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return .....	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage to Egypt:

Passengers to Alexandria or Naples or Marseilles applied to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of the Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 6th February, at Noon.
WILLEHAD.....	4,765	TUESDAY, 6th March.
PRINZ WALDEMAR.....	3,227	TUESDAY, 3rd April.

ON TUESDAY, the 6th February, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00.	Return \$80.00	\$50.00
TO NEW GUINEA.....	\$18.00	\$18.10	\$14.00.	Return \$42.00	\$27.15
TO BRISBANE.....	\$30.00	\$20.00	\$14.00.	Return \$54.00	\$36.00
TO SYDNEY.....	\$33.00	\$23.00	\$15.00.	Return \$59.10	\$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.00.	Return \$62.5	\$44.5
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00.	Return \$170.00	\$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00.	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class Steamer ..... £97. 0. 0.  
 TO EUROPE VIA AUSTRALIA AND AMERICA ..... 95. 0. 0.  
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

For STEAMERS ABOUT  
 YOKOHAMA & KOBE ..... WILLEHAD\* ..... TUESDAY, 13th Feb.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ..... PRINZESS ALICE ..... WEDNESDAY, 14th Feb.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ..... BAYERN ..... WEDNESDAY, 28th Feb.  
 \* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	\$61. 0. 0.
TO BREMEN.....	65. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 1st February, 1906.

MELCHERS & CO.,  
AGENTS.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.  
 Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## Homeward Passenger Season, 1906.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON

TAKING PASSENGERS ALSO FOR  
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
 THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at	Due at
to	HONGKONG.	COLOMBO	MARSEILLES	PLYMOUTH
COLOMBO.		MARSEILLES & LONDON.	(Brindisi 2 days earlier)	(London 1 day later)

Tons.	Noon, Saturday.	Tons.	Saturday.	Friday.		
ARCADIA.....	7,000	Feb. 10	BRITANNIA.....	7,000	Mar. 10	Mar. 16
DELHI.....	8,000	Feb. 24	MOLDAVIA.....	10,000	Mar. 24	Mar. 30
DONGOLA.....	8,000	Mar. 10	MONGOLIA.....	10,000	Apr. 7	Apr. 13
DELTA.....	8,000	Mar. 24	MOULTAN.....	10,000	Apr. 21	Apr. 27
OCEANA.....	7,000	Apr. 7	MARMORA.....	10,300	May 5	May 11

ARCADIA..... 7,000 ..... April 21 ..... VICTORIA..... 7,000 ..... May 20 ..... May 26  
 DEVANIA..... 8,000 ..... May 5 ..... HIMALAYA..... 7,000 ..... June 3 ..... June 9  
 DELHI..... 8,000 ..... May 19 ..... INDIA..... 8,000 ..... June 17 ..... June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Ex. res. Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

## INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

## WILL LEAVE FOR

## LONDON

## CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	ABOUT	DUK AT LONDON
JAPAN.....	4,500	Feb. 14	Mar. 31	
SUMATRA.....	5,000	Feb. 28	Apr. 14	
NUBIA.....	6,000	Mar. 14	Apr. 28	
JAVA.....	4,500	Mar. 28	May 12	
FORMOSA.....	4,500	Apr. 11	May 26	

These Steamers call also at Singapore, Penang, Colombo, and at Malia or Marseilles.  
 "SUMATRA" and "NUBIA" call at MARSEILLES.  
 "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.  
 For Passage, apply to—

Hongkong, 5th January, 1906.

E. A. HEWETT, Superintendent.

[1]

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."  
 SAILS every SUNDAY, TUESDAY and THURSDAY, at 7 P.M. for the above Ports.  
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 11 DAYS.  
 The steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHENG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—

BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. CO.,  
HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE.  
REGULAR FOUR-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILATJAP.....	JAVA	First half February	JAPAN VIA SHANGHAI	First half February
TJIMAH.....	JAVA	Second half February	JAPAN VIA SHANGHAI	Second half February
TJILIWONG.....	JAPAN	Second half February	JAVA PORTS	Second half February
TJIPANAE.....	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on Through Bills of Lading.

For Particulars of Freight and Passage, apply to  
 THE HEAD AGENCY  
 OF THE  
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 3rd February, 1906.

[11]



## Intimations.

## POWELL'S

Alexandra Buildings.

## NEW GOODS

for

## LADIES' WEAR.

SMART  
TWEED COATS.

## SILK BLOUSES.

WHITE, CREAM,  
SKY, TURQUOISE,  
PINK, PALE  
GREEN and BLACK.  
SMART, DAINY  
and  
SERVICEABLE.ENGLISH  
AND  
AMERICAN  
SHOES

NUMEROUS SHAPES.

HAND KNIT  
GOLF JERSEYS.MARABOUT  
FEATHER  
STOLES.WHITE, NATURAL,  
GREY, MAGPIE  
and BLACK.LACE COLLARS,  
BERTHAS  
and JABOTS.MOIRETTE,  
MOIREEN and  
SILK UNDER-  
SKIRTS.TWEED,  
VICUNA and  
SERGE DRESS  
SKIRTS.UNDERWEAR,  
CORSETS, NECK-  
WEAR, CHIFFONS,  
RIBBONS,  
UMBRELLAS, etc., etc.KID, SUEDE,  
DOGSKIN DOESKIN,  
CHAMOIS  
CAPE and REINDEER  
CLOVES.FIRST-CLASS  
DRESS-MAKING  
and  
UP-TO-DATE  
MILLINERY.WM. POWELL,  
LIMITED."Alexandra  
Buildings,"

Hongkong, 29th January, 1906.

## Intimations.

THE KOWLOON LAND AND BUILD-  
ING COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 6th February, 1906, at 12 o'clock (Noon), for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 29th January, to TUESDAY, the 6th February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A SHELTON HOOPER,  
Secretary to the  
Hongkong Land Investment & Agency Co., Ltd.,  
Kowloon Land & Building Co., Ltd.,  
Hongkong, 18th January, 1906. [139]

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road, Central, on SATURDAY, 10th February, 1906, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1906, both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 30th January, 1906. [170]

THE HONGKONG, CANTON AND  
MACAO STEAMBOAT COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-NINTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on THURSDAY, the 15th February, at 11 A.M., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, both days inclusive.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.  
Hongkong, 24th January, 1906. [155]

## HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers, at 12.30 P.M., on THURSDAY, the 15th February, to receive a Statement of the Company's Accounts to 31st December, 1905, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 15th February, both days inclusive.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 29th January, 1906. [169]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 1st February, 1906. [181]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED on SATURDAY, the 10th, to the 24th day of February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 1st February, 1906. [181]

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Fongee, Grass-cloth, Fancy and Piece Goods, &c.  
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.  
Hongkong, 1st February, 1906. [180]

## Intimations.

CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Traders' Insurance Company, Limited, will be held at the Registered Office of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on FRIDAY, the 10th day of February, 1906, at 12 Noon, for the purpose of considering and if thought fit passing the subjoined special Resolutions.

Should the said Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated the 25th day of January, 1906.  
By Order of the Board,  
JAMES WHITTALL,  
Secretary.

## RESOLUTIONS.

1.—That the Articles of Association of the Company be altered in the following manner:—

The following Article shall be substituted for Article 130, namely:—130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December in each and every year, which shall be duly audited and presented to the Shareholders at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

2.—That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders at the 30th April, 1905, no further or other Statement of the Accounts of the Company for the year 1905 shall be called for or presented to the Shareholders in respect of Article 130 as this day substituted. [163]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th February, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 31st January, 1906. [174]

THE FAMOUS  
MAB DWARF RAZOR,  
A SHARP LITTLE SHAVER

WEIGHT LESS THAN 2 OUNCES.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (£2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—  
HOWARD & Co.  
Hongkong, 24th November, 1905. [166]

THE HONGKONG  
STUDIO,

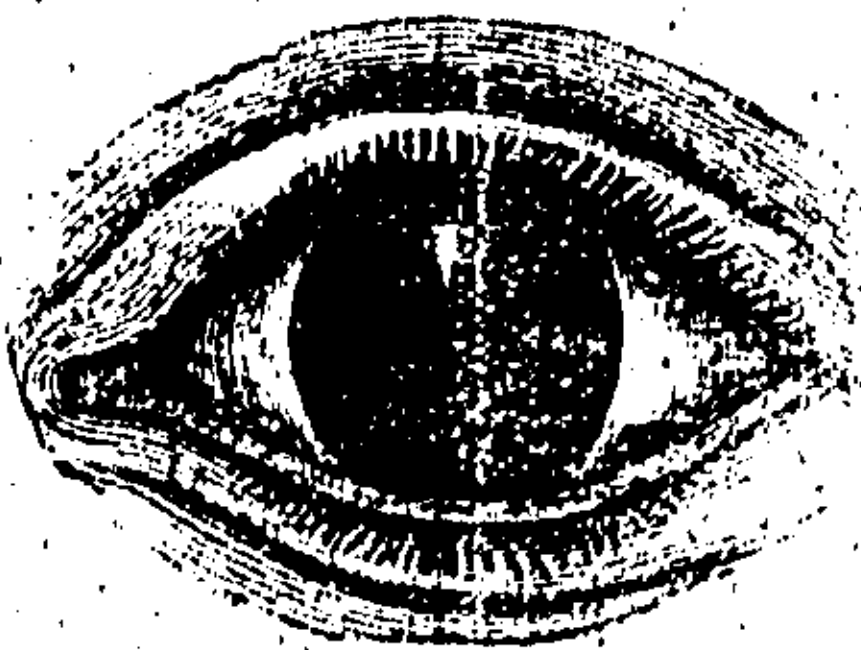
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.  
Hongkong, 14th September, 1901. [165]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON. 31, John Street, Bedford Row, W.C.  
CALCUTTA. 59, Beninck Street.  
SHANGHAI. 566, Nanking Road.  
Hongkong, 27th November, 1905. [148]

## MODERN SONG OF SIXPENCE.

Sing a song of syndicates,  
Pocket full of "rocks,"  
Four and twenty magnates  
Manipulating stocks.

When the bids were opened  
The public ran to buy  
The stocks the magnates watered—  
Say, how is that for high?

The magnates in his office  
Was fretting to this chance,  
While Tommy Lawson discoursed  
Of Financial Finance.

The magnates' secretary  
Investigators met,  
But he was modest, very,  
And he hasn't "peached" as yet.

The people were so mad  
To tell their ills they sought,  
And so they chewed and chewed the rag—  
And still the stocks they bought.

—Ex.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. Benjamin, Kelly and Potts, in their report of 2nd inst., write:—A fair general business has been transacted during the past week and rates have been very well maintained. Already there are visible signs of improvement in several stocks and we expect to see a general rise in the market after the Races.

Banks.—Hongkong and Shanghai Banks have reacted and are offering at \$895, but the sterling quotation in London has improved to £96. Nationals continue in request at \$38. Marine Insurances.—Cantons have advanced and are in demand at \$325 after sales at the rate. China Traders have been sold and have further sellers at \$732 and \$735. Yangtzes have been done in Shanghai at \$1724. North Chinas are quiet at \$15.95.

Fire Insurances.—China Fires have again been booked at \$88, and Hongkong Fires remain weak with sellers at \$325.

Shipping.—Hongkong, Canton and Macao Steamships are obtainable at \$26. The Company will declare at the forthcoming meeting a dividend of \$1 per share for the half year. Indo-Chinas have been taken off the market at the improved rate of \$97. China and Manilas have been booked at \$30 and more shares are wanted. Douglas Steamships can be placed at \$40. Shell Transport and Star Ferries remain quiet and are to be had at quotations. Shanghai Tugs have been disposed of at \$15.50 for the preference shares and close with further sellers; the ordinary shares are in demand at \$14.40. Taku Tugs have buyers at \$15.36.

Refineries.—China Sugars have risen to \$110. Luxons are firmer and can be placed at \$25.

Mining.—Chinese Engineerings have considerably improved and have jumped to \$15.98 at which rate shares are wanted. Raubs are quoted at \$44.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have changed hands at \$165. The Directors will recommend at the forthcoming meeting a dividend of \$6 per share and carry forward about \$350,000. Farnhams have been placed at \$15.130, but close weaker with sellers at \$15.128. Kowloon Wharfs are unchanged at \$108. Sales of Hongkong Wharfs have been effected at \$15.130.

Lands, Hotels and Buildings.—Hongkong Lands are without business and close quiet at \$120 ex the final dividend of \$38 paid today. West Point is quoted at \$53 ex dividend. Kowloon Lands remain steady at \$40. Hotel House Hotels are reported sold in Shanghai at \$27, and Hongkong Hotels keep steady at \$150. Humphreys' Estate have been dealt in at \$177.

Cotton Mills.—Hongkong Cottons have been placed at \$14. Ewos are obtainable at \$14.48. There is no change in other stocks under this head. The general managers of the Lau-Kung-Mow Cotton Spinning and Weaving Company, Limited, announce that the balance at the credit of profit and loss account for 1905 amounts to \$15,173,685.28 out of which the Board recommend the payment of a dividend of \$15.8 per share which will absorb \$15,572,64.

Miscellaneous.—Extensive business has been transacted in Green Island Cements at \$29 and more shares are required for. China Providents have found investors at \$9. Electrica have been fixed at \$154 for the old issue and the market closes with further inquiries; the new shares can be placed at \$15. Ices have advanced to \$250. The general managers have issued the annual report for presentation to shareholders at the forthcoming meeting. The balance at credit of profit and loss account, including \$5,356,777 brought forward from the previous year, is \$14,877,31 from which has to be deducted \$20,000 paid as interim dividend of \$4 per share on 1st August last, leaving available for appropriation \$12,877,31 which it is recommended should be dealt with in the following manner:—To pay a final dividend of \$15 per share, absorbing \$75,000; to place to contingencies account \$10,000; to write off property account \$30,000; and to carry forward \$3,766,31. Steam Waterboats have declined to \$12. Langkats have improved to \$15.25, but are obtainable at the rate.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
41, CAINE ROAD, 22nd April, 1894.

## Intimations.

## THE BRIGHT SIDE.

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable, "Health" takes first place. "Hannah More said that sin was generally to be attributed to biliousness." No doubt a "crippled liver" with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude of human number. You can see these people everywhere. For their life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

## WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and "heating" advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable, it honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B.A., M.D., L.R.C.S., Edinburgh, L.R.C.P., London, Physician, Woman's Hospital—Professor University of Bishop's College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists. [6]

SELF CURE NO FICTION!  
MARVEL UPON MARVEL!

NO SUFFERER  
NEED NOW DESPAIR,  
but without running a doctor's bill or falling into the hands of a quack, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW THERAPION.

THE THERAPION is a complete revolution has been wrought in the treatment of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1.—A Sovereign Remedy for discharges from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases.

THERAPION No. 2.—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mope and marasmodia are popularly but erroneously supposed to cure. This preparation purifies the whole system, cleanses the blood and thoroughly eliminates all poisons from the body.

THERAPION No. 3.—A Sovereign Remedy for all nervous and secondary ailments, sleeplessness, dizziness and incapacity for business or pleasure, loss of appetite, blurring of vision, pains in the back and head, and those disorders resulting from nearly every cause which the faculty has no permanent cure, because no important tissue or even organ is injured.

THERAPION is sold by principal Chemists throughout the world. Price in the Colonies, 4s. 6d. In order, state which of the three numbers required, and observe that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Her Majesty's, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila. [10]

## Entertainment.

THEATRE ROYAL,  
CITY HALL.  
HONGKONG AMATEUR DRAMATIC  
CLUB.

"PRINCESS TOTO,"  
A Comic Opera in Three Acts,  
By W. S. GILBERT,  
will be produced  
ON

THURSDAY, 15th February, 1906.  
FRIDAY, 16th "  
SATURDAY, 17th "  
MONDAY, 19th "  
TUESDAY, 20th "  
WEDNESDAY, 21st "

Prices ..... \$3, \$2 and \$1.  
Sailors and Soldiers in uniform half-price to Pit and Pit Stalls.

Doors Open at 8.30 P.M. Performance at 9 P.M.  
Booking Office at the ROBINSON PIANO CO., open on and after FRIDAY, the 9th February, from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHGOTE,  
Business Manager.  
Hongkong, 2nd February, 1906. [192]

## Auction.

PUBLIC AUCTION.  
THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
ON

WEDNESDAY AND THURSDAY,  
the 7th and 8th February, 1906, commencing each day at 2.30 P.M. sharp, at "St. Andrews," Barker Road, The Peak.

THE WHOLE OF THE  
VALUABLE HOUSEHOLD FURNITURE,  
THEREIN CONTAINED,  
Comprising:—

MAPLES and MARINEBURK'S MANUFACTURES, BECHSTEIN PIANO, BEDS, CURTAINS, CUTLERY, ELECTROPLATE, Small quantity of HOUSE and TABLE LINEN, CARPETS, MOSQUITO HOUSE FRAMES, GAS FITTINGS, CHAIRS, JINRICKSHAS, CAMERA COMPLETE, ONE TELESCOPE on STAND, GARDEN HOSE and ROLLER, GARDEN SEAT, CROQUET and BOWLS (new), FOWLS, and large Assortment of PALMS, FERNS, ORCHIDS, and other PLANTS.

The downstairs Furniture and part of the Plants will be sold on Wednesday and the Bedroom Furniture and remainder of the Plants on Thursday.

On view—Monday and Tuesday, the 6th and 7th February.  
Catalogues will be issued.  
TERMS—As usual.  
For further particulars, apply to—  
HUGHES & HUGH,  
Auctioneers.  
Hongkong, 24th January, 1906. [160]

## Intimations.



THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HER THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [51]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1906. [162]

THE WINE GROWERS  
SUPPLY CO.

HARRETTO & Co.,

General Agents, Hongkong.

## WHISKIES.

## SCOTCH.

Black's Fine Old  
Scotch ..... \$8.00 Per Dozen Case.  
Neil McLean, Old  
Scotch ..... 10.00 "  
Ronald Rennie,  
Green Seal ..... 12.00 "  
Glen Alva \* \* \* 13.00 "  
Neil McLean, Finest  
Liqueur ..... 13.00 "  
Ronald Rennie, Per-  
fection ..... 14.00 "  
Melrose ..... 16.00 "  
Ronald Rennie,  
Finest Liqueur ..... 16.00 "  
Melrose \* \* \* (12  
Years Old) ..... 20.00 "

## IRISH.

Mitchell's Old, Green  
Label ..... \$9.00 Per Doz. Case.  
Mitchell's Liqueur,  
White Label ..... 15.00 "

BARRETTO & Co.,  
Agents,

Nos. 22 & 24, Bank Buildings,  
Queen's Road Central.  
Hongkong, 26th June, 1905. [161]



## Intimations.



**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

THE HONGKONG DISPENSARY.

IMPORTANT NOTICE.

IN ADDITION TO THE

5 PER CENT. DISCOUNT

ALREADY ADVERTISED,

FURTHER

REDUCTIONS

Have been made from this date IN THE PRICES of many of the following:—

PATENT MEDICINES,  
INFANTS' FOODS,  
SOAPS,  
PERFUMES.

WE MAINTAIN THE LARGEST and MOST COMPLETE STOCKS of these GOODS in the Colony, and our Stocks being frequently turned over, ensures all Goods being FRESH and in the BEST CONDITION.

**A. S. WATSON & CO., LIMITED.**

CHEMISTS, DRUGGISTS, PERFUMERS, ETC., ETC., ETC.

ALEXANDRA BUILDINGS.

Hongkong, 20th January, 1906.

**GREGOR & CO.,**

19, QUEEN'S ROAD CENTRAL.

**BRANDIES**

FROM

**MARIE BRIZARD & ROGER,**

COGNAC.

FROM \$10.20 TO \$128.00

Per Dozen.

THE LARGEST AND MOST VARIED

STOCK OF BRANDY IN

THE EAST.

Hongkong, 20th July, 1905.

**NOTICE.**  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY—\$80 per annum.  
Weekly—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to the messenger. On payment by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, FEBRUARY 3, 1906.

**HONGKONG SHIPPING IN 1905.**

Commendable celerity marks the departmental work of the Harbour Master's office. In a shipping port of the importance of Hongkong it is only to be expected that the utmost expedition should attend the despatch of every matter connected with the various branches of that important department of Government. In its clerical and statistical section, it can be truly said of the office presided over by the Hon. Capt. Barnes-Lawrence that promptness and efficiency are the characteristics of that public department. In former years we do not think it was the practice to publish the Shipping and Trade Returns of Hongkong for one year until somewhat late in the following year. A departure, however, from the old custom has to be noted in reference to the shipping statistics of the Colony which we are glad to observe, appear in the present issue of the *Government Gazette*. It should be remarked that they are just the summarized returns of the tonnage and a few of the other statistics usually compiled at the office of the Harbour Master. We have yet to await the publication of the report with the explanatory observations, which are generally very full and lucid, from that official. That report from its very character and the extensive grounds it has to cover cannot, of course, be available in its entirety quite so early as the fifth week after the closing of the statistical year. The returns under notice presented as they are, in their present skeleton form, will be appreciated by the shipping firms no less than by the mercantile community for whom they have a special interest. The practice of this early publication once instituted may, it is to be hoped, be continued in regard to future returns emanating from the shipping office. To come to the figures which are the subject of comment in this notice, in the order of arrangement the first tabulated form deals with the registered tonnage entered and cleared and the number of passengers arrived and departed during 1905. The total foreign trade for the past year amounts to 22,653,616 tons, to which, if the tonnage represented by steam-launches and junks engaged in local trade, viz., 11,531,475 tons, is added, a grand total of 34,185,091 tons is arrived at and actually represents the enormous volume of the traffic borne across the waters of the port of Hongkong. A note appended to the table explains that in that surprising total the craft belonging to the "Star" Ferry Co., Ltd., exclusively employed in the passenger traffic between Hongkong and Kowloon and vice versa, have not been included in the above figures. Classified under the general headings British and foreign, British ocean-going vessels take the lead with an aggregate of 7,672,324 tons represented by 3,995 ships, while foreign vessels to the number of 3,845 have been engaged in competition with collective tonnage of 5,820,785. As regards "river" steamers it is not surprising that the preponderance of British tonnage should be so much in excess of the foreign rivals, the respective totals being 5,554,022 and 659,597. The number of ships under sixty tons burden employed in the foreign trade entered and cleared to the total of 1,800 and the figures for junks so engaged are 33,475. Compared with 1904 there has been but a small increase in the total tonnage of ocean traffic, although that increase was mainly contributed by vessels flying the foreign flag. British tonnage suffered a small diminution to the extent of 36,410 tons and 340 fewer ships. The detailed comparative

table for the two years, 1904 and 1905, appears in the official publication and is as follows:—

Country	Ships	Tonnage	Passengers
British	4,318	7,672,324	1,005,274
Foreign	3,845	5,820,785	1,005,274
Local	1,000	1,000,000	1,000,000
<b>Total</b>	<b>9,163</b>	<b>14,493,109</b>	<b>2,010,548</b>

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LOCAL AND GENERAL.

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## TELEGRAMS.

[Kew's.]

## Mr. Birrell at Bristol.

LONDON, 1st February.

Mr. Birrell, speaking at Bristol, said that the Education Bill would be the bill of the session. He hoped that Christianity, which all were anxious to impart to their children, would not entirely disappear from debates in Parliament. The Liberals sought a national settlement which he believed they could obtain without the least abandonment of avowed principles; but no system could possibly be national unless it commanded a general consent, and for that forbearance must be shown to people differing from them.

## WIT, LITERATURE, LAWYER.

The sectarians won't like the advent of Augustine Birrell as president of the board of education. Mr. Birrell is great at law, but greater at books. "Birrelling" is an occupation in which he has few successful imitators. He can joke as well with his tongue as with his pen. When he is speaking you can see jokes descending from his eyes to his lips. To read his speeches you would think he is in politics just for the fun of things. To hear him is a different experience. He is a man in earnest, as becomes the son of a Baptist minister. He is president of the National Liberal Federation—the liberal caucus. In 1904 he had a safe seat in Fife and abandoned it for a forlorn hope in Manchester.—Ed. H.K.T.

## The Famine in Japan.

The Japanese Embassy has received upwards of £5,000 towards the famine fund.

## Great Britain and Japan.

Arrangements have been made by which four British and three Indian officers will proceed annually to Japan, where they will be attached to the Japanese army for two years: to study the language for the first year, and to perform regimental duties the second.

## GENERAL AND MRS. CORBIN

IN HONGKONG.

Among the passengers who arrived by the E. & A. s.s. *Eastern* from Manila today are Major-General Corbin and his party who are to take passage for America by the s.s. *Korea* which will touch at Shanghai and the Japanese ports. On the 1st inst. the commanding general of the Philippines division turned over the command of the division to his successor Major-General Leonard Wood. The formal exercises were held in the office used by the clerks of the military secretary at division headquarters.

The popularity of General and Mrs. Corbin and the high esteem and regard in which they are held by their many friends in Manila, was manifested last evening, says the *Cebuensis* of the 1st inst., by the brilliant throng of officers of the army and their families, and government officials and civilians, representing every nationality in Manila, who were present to bid goodbye to the General and his charming wife at their farewell "at home," at the commanding general's palatial residence in Malate.

The officers and ladies of Fort William McKinley turned out en masse, the consuls of the different consulates in Manila, the Governor-General and his aide, the entire staff of division headquarters and of the department headquarters of Luzon and their ladies, called to pay their respects and to wish the host and hostess a pleasant journey home, and happiness in their future station. The reception, as on former occasions, was held out of doors on the beautiful green sward of the residence, and refreshments were served under the tapering rubber trees. During the evening the 13th Infantry band from Fort McKinley, than which there is no better in the army, furnished a delightful programme of choice selections. Mrs. Corbin, it was very much regretted, was suffering during the evening with an acute attack of tonsillitis, and was unable to be in the receiving line.

## THE KINGDOM OF NORWAY.

The *Gazette* contains the following Colonial Office despatch relating to the official recognition of Norway as a separate Kingdom:—

DOWNING STREET,  
14th December, 1905.

Sir, I have the honour to state, for your information, that His Majesty's Government have been formally notified that the Union of Sweden with Norway has been dissolved and that they have taken official recognition of Norway as a separate Kingdom.

2. His Majesty's Government have also received from the Swedish Legation in London an intimation that the Treaties concluded in Sweden and Norway will be considered as valid by the Swedish Government until further notice by that Government, but that the Swedish Government cannot accept any further responsibility for any obligations contained in such Treaties so far as the State of Norway is concerned.

3. A similar communication has been received from the Norwegian Representative in London, intimating that the Government of Norway recognizes its obligations under the Treaties concluded in common by the two States but repudiates any obligation as regards such Treaties so far as Sweden is concerned.

4. The reply of His Majesty's Government to these communications, gladly take note of the desire of the two States that their respective arrangements should remain in force pending a further study of the subject, but observe that the dissolution of the Union undoubtedly affords His Majesty's Government the right to examine *de novo* the Treaty arrangements by which Great Britain was bound to the Dual Monarchy.

## TERRIBLE TRAGEDY AT TAIPO.

OPIUM FARM OFFICIAL, BUTCHERED.

IS IT A CONSPIRACY?

A most shocking tragedy was committed early this morning, when Mr. Chau Beng Chan, a young Singaporean, second officer of the Opium Farm, and their representative at Tai Po, New Territory, was foully murdered by a gang of armed men, in his matted at Tai Po.

It appears that during the early hours of the morning a party of armed robbers entered the matted of the deceased, whom, by their noise, they awoke, when on being disturbed in their deceptions they turned on him and after a very evident struggle between deceased alone and his assailants he was apparently overpowered, and after disembowelling him, and nearly severing his right arm from the trunk they made off without, it is stated, taking anything out of the matted, the property of the deceased.

The circumstances would point to the robbers having either been disturbed in their heinous work or frightened in some way; for, notwithstanding the fact that they had already slain their victim and prepared a bundle of loot to carry away, that bundle, it is reported, was not removed, but was found lying on the ground, and inside the matted, by Sgt. Lander, when he was called to the scene.

As it was understood that deceased had previously been threatened with a violent death it would appear as if the "attempted robbery" was merely a blind, used to draw attention away from those who might be known to have a grudge against the deceased.

It is a significant fact that within the last few days no less than six native excise officers stationed at Tai Po have tendered their resignations, giving, as the reason for such action, their fear that trouble was brewing for them, while at the same time the deceased's chair coolies bolted without giving notice.

When seen by a representative of the *Hongkong Telegraph* this morning the Opium Farmer expressed the opinion that the criminals responsible for this dastardly act should be sought for among the gangs of smugglers, who are understood to infest so many districts in the New Territory.

However, the matter is under investigation which will, no doubt, develop the true facts of this, at present, mysterious tragedy.

## PRINCE ARTHUR'S RECEPTION.

HARBOUR REGULATIONS.

The following regulations have received the approval of His Excellency the Governor and will be observed on the occasion of the arrival of His Royal Highness Prince Arthur of Connaught.

The P. & O. steamer *Douglas* conveying His Royal Highness will proceed through the Central Fairway direct to No. 4 Buoy in the main-of-war anchorage. From the time the vessel leaves Sulphur Channel until she is made fast to the buoy the Central Fairway will be closed to ordinary traffic and no ship, junk or vessel of any description other than those authorised to be in attendance on the *Douglas* may pass in or across the Central Fairway during this period.

From 9 a.m. until the *Douglas* enters the Central Fairway the western end of the southern fairway will be entirely closed to traffic and no ship, junk or vessel of any description may pass through the line of launches moored across this entrance.

At the disembarkation of His Royal Highness the route from the *Douglas* to Blake Pier will be lined by launches and no junk, steam launch, boat or other vessel except those engaged in the disembarkation may pass in or between the lines.

ILLUMINATING PRIVATE RESIDENCES. Residents at the high-level districts this morning had distributed to them a card purporting to have been issued by the Connaught Reception Committee and which is superscribed "Important." It reads:—

The Reception Committee invite the co-operation of residents whose houses are visible from the Harbour in carrying out a general scheme of illuminations on the night of Saturday, 10th February.

They suggest that the display of one or more red lanterns in each window will produce the desired effect.

Note.—The ordinary Chinese lanterns painted red will be all that is required, and they should be displayed between 10 p.m. and midnight.

## NEW BISHOP OF FU-KIEN.

The new Bishop of Fu-kien, China, has been accepted by the Ven. Horace MacCarthy Rye Price, Archbishop of Osaka. It will be remembered that the Rev. H. Grosford Jones, vicar of St. John's, Keswick, was chosen and agreed to undertake the work, but afterwards had to withdraw owing to family reasons. Archdeacon Price graduated from Trinity College, Cambridge, in 1885, being placed in the third Classical Tripos. In 1886 he was ordained deacon by the Bishop of London (Dr. Temple) for service in the Colonies, having been accepted by the Church Missionary Society for work in their Sierra Leone Mission as vice-principal of Fourah Bay College, and was ordained priest by Bishop Ingham in 1886. After a furlough in 1889-90, he was transferred by the society to their Japan Mission, and became principal of the Church Missionary Society Boys' School at Osaka, which he superintended for seven years. He was afterwards principal of the Divinity School at Osaka for three years. He became archdeacon in 1901, and has been for some years secretary for the Church Missionary Society at Osaka and in Central Japan. This new missionary bishopric will be concerned with territory taken from the diocese of Victoria, Hongkong, the province of Fu-kien containing over 10,000 baptized native converts.—*Times*.

## BARON SUYEMATSU.

ON THE N.D.L. S.S. "ZIELEN."

Since printing the brief interview accorded a representative of the *Hongkong Telegraph* by Baron Suyematsu on his arrival in Hongkong on Thursday, we have received the *Strait Times* of the 26th ult., in which the remarks alluded to by the Japanese diplomat are published. We give below the article in *extenso* as published in the columns of our Southern contemporary. It reads:—

Judging from what accounts could be gathered on the steamship *Zieten*, this forenoon, the criticisms published by Baron Suyematsu in respect of his treatment on the big German liner were not justified by the facts, and would seem to have been dictated by a perhaps pardonable spirit of pique that was based upon misunderstanding. The fact is, though the brilliant representative of Japan is well-known by name and repute to the thousands of educated Englishmen and Continentals who are interested in the affairs of the world's chancelleries, and who read the London magazines and reviews, he has never been even heard of by the average business man in Europe, and his name—when encountered in type or otherwise—is glanced at, without being even spelled out and skipped as being a cacophonous if not unpronounceable jumble of letters, and in any case an unrememberable Oriental name. The Baron, it transpires, booked his passage at the Paris office of the German Mail, as also did his companion, Mr. Nishi, of the Department of Communications in Tokyo. The clerk took the booking in the ordinary way, and seemingly thought no more about it. Therefore when the Baron reached the ship at Genoa, he found not only that no special preparations had been made for his reception, but that the place of honour in the ship was being monopolised by H. E. Chang-Tai-jen, the retiring Chinese Minister to London. It is unfortunate that H. E. the Baron now declines to be interviewed on the subject, or to make any specific complaint; because, in the absence of any explanation in the premises, and in view of the alleged fact that he refused to speak to the Captain of the *Zieten*, and thus insulted that officer—a gentleman, by the way of a lineage perhaps as long as that of the Baron himself—it almost seems that the latter has committed a *faux pas*. As the matter is one which has excited universal comment, it is worth giving the full particulars so far as they can be gathered in the absence of any direct authoritative statement by Baron Suyematsu. The trouble appears to be fundamentally based upon the places assigned to the Baron and his friends in the dining saloon of the *Zieten*. It seems that when the *Zieten* arrived at Southampton all the seats at the Captain's table were already occupied, among those in the company being a German General and his wife, a German Count, a distinguished Hollander and his wife, and others. The Captain did not expect any other distinguished passengers, and at any rate it would be a discourtesy to evict any passenger from his table who had once been given a seat at it. At Southampton—where we are now quoting Captain von Binzer's version of the matter, as narrated by him—on board the *Zieten* this morning—the Company's Agent came on board with H. E. the Chinese Minister, whom he commended to the Captain's special care. The Minister immediately presented the Captain with his flag—the regular yellow Chinese Imperial flag with certain ideographic characters over the black dragon. This the Captain had hoisted at the fore, in accordance with the nautical custom when a ship is carrying a distinguished personage of foreign nationality. The flag is flying on the *Zieten* as she lies at the Borneo Wharf to-day. As soon as he had presented his flag, H. E. Chang inquired if he could be favoured—as is also customary—with a special private table for himself, his family and suite. This request was promptly granted, there being small private tables reserved for distinguished passengers on the German Mail steamers. At the same time three Japanese gentlemen also came on board (they being respectively a Captain in the Japanese navy, a Professor, and an Inspector of the Osaka Shosen Kaisha). These gentlemen were given seats at the Chief Officer's table, those seats being below those held by certain lady passengers and married couples, who are always placed nearer the head of the table than are gentlemen travelling alone. At Genoa, H. E. Baron Suyematsu and Mr. Nishi came on board. The first and only notification that any one on board had of their advent was seeing their names on the list of passengers that was sent on board with the other ship's papers. As it happened, Baron Suyematsu had not contributed to the German press during his sojourn in Europe, so his position was not a matter of common knowledge in the Kaiser's dominions. At any rate neither the Chief Steward nor the Captain recognised in the name of Baron Suyematsu that of the able and literary diplomat who had been sent to represent the interests of Japan in England during the recent war; and we have Captain von Binzer's emphatic assurance that neither the Baron nor any of his friends attempted to explain his proper *locus standi*. Accordingly he and Mr. Nishi were placed with their three companions; it being customary to group together passengers of the same nationality whenever possible—the custom being adapted purely for the comfort, and in the interests of such passengers themselves. Soon afterwards the Captain learned—indirectly—the diplomatic rank of the Baron, and incidentally he heard of his dissatisfaction with his seat at the Chief Officer's table. He thereupon, and immediately, sent the Chief Steward to rectify matters, and offer the Baron a table similar to that placed at the disposal of the Chinese Minister. This offer was refused; but next morning at breakfast time, the Baron and his party entered the saloon and sat down at the table which was the counterpart of that occupied by the Chinese Minister. The table was not laid, and had no napery, but the Baron and his party sat down at it, and the Baron said to the Steward: "We want this

table now." It was promptly laid for him, and he and his party have sat at it ever since. Captain von Binzer most emphatically reiterates that he never received any complaint from any member of the Baron's party; but he claims to have been misled—in his official capacity as commander of a mail steamer—by Baron Suyematsu. In this respect Captain von Binzer says that, subsequent to the Baron's securing the distinguished guest's table, he—the Captain—approached him on the deck, and, having paid the usual compliments, expressed his regret that any mistake had been made about the tables, and hoped that the Baron was now quite comfortable. The Baron is alleged to have ignored the question, utterly, and to have declined to open his mouth in reply. Instead, he is further alleged to have jerked a salute at the Captain, and then stared at him in a manner which was construed by that officer as being intended for insolence. However that may be, the Captain said no more; but passed on; and he explains that he did so because he has to be courteous to all his passengers. He did not know of any letters having been sent to the English press from Port Said, and the first thing he knew of the affair was at Colombo, where the German Consul—who is also the Agent of the North German Lloyd, came on board to inquire of the Chinese Minister if there were any truth in the report that he had any cause for dissatisfaction with the treatment that had been accorded to him on the *Zieten*. H. E. Chang replied that he had none, and moreover he expressed his regret that his name and rank should have been dragged into the papers in connection with an alleged grievance with which he was concerned in no way whatever. At Penang, a sixty-eight of the *Zieten's* passengers—all except the Baron and his party—sent a telegram home, to the Company stating that they had been treated by the Captain and Officers of the vessel with the most exemplary courtesy, and that the ship's stewards were exceptionally attentive and obliging. The Chinese Minister and his suite were among the signatories, which fact does not seem consistent with the statement which Baron Suyematsu permits our representative to ascribe to him, to the effect that all the Asiatic cabin passengers were subject to contumely if not ill-treatment. Further mystery is added to this extraordinary incident by the fact that Captain von Binzer, who has been in the Far Eastern Service for twenty-one years—thirteen of which he has been Captain—is a gentleman of notably pro-Japanese sentiments, and was of such sentiments as far back as the time of the Japan-China war. Moreover, as before stated in these columns, he is a gentleman of most charming courtesy and unfailing urbanity of manner. Putting aside the possibility of any personal animosity—the mere idea of which is utterly absurd—what object could he have had in being discourteous to Baron Suyematsu? If anybody is to blame for the matter it would seem to be—incidentally—the clerk in the Paris office of the N. D. L., but principally the Baron himself for not proclaiming his proper status as soon as he arrived on board the *Zieten*, and securing the courtesies that would then naturally be extended to him, in the same manner as did H. E. Chang Tan-jen.

## AUSTRALIA AND CHINESE IMMIGRATION.

Speaking with reference to a paragraph in a recent issue of the *Sydney Daily Telegraph*, on the proposed steps to be taken by the Chinese to memorialise the Federal Prime Minister to grant certain concessions under the Aliens Restriction Act, a prominent Chinese merchant states that the Commonwealth is truly blind to its own interests in some of the restrictions imposed. He mentions one instance alone in which he estimates that the Commonwealth loses close upon a million sterling per annum. The local Chinese Empire Reform Association has received numerous inquiries from rich Chinese merchants as to the facilities and terms obtainable for the education of their sons, and in each and every case the association has been obliged to reply that the admission of Chinese into the Commonwealth was prohibited absolutely. As a consequence, thousands of these students have found their way to the United States, England, Germany, France, and Japan. The latter country alone has nearly 15,000 students, and as the cost per head for education and living is at least £1 per week, it means that Japan scoops in at least £800,000 a year from this source. This merchant claims that as Australia can offer even better educational facilities than Japan, we are losing a much larger sum each year than the amount named through the restrictions imposed. He says that an influx of Chinese could be easily prevented by granting such students a residential permit for the term of their studies only, at the conclusion of which they would return to China. "If this was done the Chinese coolie would have no hope whatever of being admitted, nor would Chinese already domiciled in the Commonwealth like to see any loophole made whereby such a class could be admitted."

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 1/2
Do. demand	2 7/16
Do. 4 months' sight	2 1/2
France—Bank T.T.	2 1/2
America—Bank T.T.	49 1/2
Germany—Bank T.T.	2 1/2
India T.T.	15 1/2
Do. demand	15 1/2
Shanghai—Bank T.T.	15 1/2
Singapore—Bank T.T.	15 1/2
Java—Bank T.T.	12 1/2
Buying.	
4 months' sight L/C.	2 1/2
6 months' sight L/C.	2 1/2
30 days' sight San Francisco & New York	50 1/2
4 months' sight do.	51
30 days' sight Sydney and Melbourne	25 1/2
4 months' sight France	25 1/2
6 months' sight do.	25 1/2
4 months' sight Germany	25 1/2
Bar Silver	35 1/2
Bank of England rate	4 1/2
Sovereign	99 1/2

OFFICE OF TATTOO.	
Today's quotations are as follows:	Per inch.
Malwa New	1,010/1,050
Old	1,050/1,100
Older	1,100/1,150
Oldest	1,150/1,200
Per chest	930
Old	925
Older	920
Oldest	895
Perian (Paper)	895

## To-day's Advertisements.



## NOTICE TO MARINERS.

MARINERS are hereby warned that an extra good look out should be kept and LIGHTS be shown brightly burning during the nights of the 5th and 6th instant, as H.M. Ships will probably be manoeuvring without lights on these dates.

L. BARNES LAWRENCE,  
Captain, R.N.  
Harbour Master, &c.  
Hongkong, 3rd February, 1906.



## NOTICE.

IT is hereby notified that, on and after WEDNESDAY, the 7th of February, the SUPPLY OF WATER within the area bounded by the undermentioned streets will be controlled by bringing the Rider-mains into operation and that the WATER WILL BE TURNED ON to each Rider-main daily for about one hour between the hours of 6 and 10 A.M.:

1. On the North by Connaught Road Central, On the South by Des Vaux Road Central, Queen's Road Central and Wellington Street.

On the East by Douglas Street, Jubilee Street and Graham Street.

On the West by Wing Sing Street and Ramsey Street.

2. On the North by Lyndhurst Terrace, Gage Street and Gough Street.

On the South by Hylward Road.

On the East by Pottinger Street.

On the West by Shing Wong Street.

W. CHATHAM,  
Water Authority.  
Hongkong, 3rd February, 1906.

TO THE INHABITANTS OF THE COLONY OF HONGKONG.

## FREE VACCINATION.

TAKE NOTICE that VACCINATION is performed Free of Charge at the Government Civil Hospital, Tung Wah Hospital, Alice Memorial Hospital and Nethersole Hospital on the days and at the times specified below, and that you are strongly advised to avail yourselves of this privilege and attend at one of these places with your CHILDREN to be VACCINATED in order to protect yourselves from Small-pox.

G. A. WOODCOCK,  
Secretary, Sanitary Board.

GOVERNMENT CIVIL HOSPITAL: Every day, except Sunday, from 2 to 4 P.M.

TUNG WAH HOSPITAL: On the 1st day of the month (Chinese reckoning) and every alternate day subsequently, at 10 A.M.

ALICE MEMORIAL HOSPITAL: On Mondays and Thursdays, at 12 Noon.

NETHERSOLE HOSPITAL: On Wednesdays and Saturdays, at 11 A.M.

Hongkong, 3rd February, 1906.

## CONNAUGHT RECEPTION.

OWING to the Death of the KING OF DENMARK, the Reception Committee regret to announce that the BALL to be given by the Community of Hongkong to H. R. H. PRINCE ARTHUR OF CONNAUGHT, is CANCELLED.

W. ARMSTRONG,  
Hon. Secretary, Ball Committee.  
Hongkong, 2nd February, 1906.

## NOTICE.

THE only Edition of the RACE BOOK and PROGRAMME authorized by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & CO.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 3rd February, 1906.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY, the 9th February, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A FINE COLLECTION OF OLD PEKIN CURIOS, Comprising:—

VASES, WALL PLATES, INCENSE BURNERS, OLD BRONZE, SILK EMBROIDERIES, TEA CUPS, SNUFF BOTTLES, TALACENS and TEMPLE HANGINGS, KAKEMONOS, &c., &c. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 3rd February, 1906.

## Intimations.

## ROBINSON PIANO CO., LD.

## THE APOLLO PIANO PLAYER

IS A MUSICAL TRIUMPH.

You should hear it. RECITALS DAILY.

## NEW MODEL PIANOS

BY THE MOST NOTED EUROPEAN MAKERS.

## "OWN MAKE" IN SOLID TEAK.

Embodying the MINIMUM OF COST.

WITH THE MAXIMUM OF EXCELLENCE.

\$375 AND UPWARDS.

## "VICTOR TALKING" MACHINES.

WITH TAPERING ARMS.

LATEST OPERAS AND SONGS.

Hongkong, 1st February, 1906.

Trade Mark.

TELEPHONE No. 135.

THE DISTILLERS COMPANY LIMITED,

Edinburgh, Glasgow, London.

## GINS

PER DOZEN \$8.00

Old Tom and Dry.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th December, 1905.

THE HONGKONG FROZEN FOOD SUPPLY.

SEE OUR PRICE LIST ON PAGE 8.

Hongkong, 3rd February, 1906.







# INDIA COAST METEOROLOGICAL REGISTER.

- \* Flagship of Vice-Admiral Richard, Commander-in-Chief.
- † Flagship of Rear-Admiral Bolla, Second-in-Command.
- ‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.
- § Flagship of Rear-Admiral de Marolles.



